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PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given Official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.
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Hongkong Daily Press.

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ALEX. ROSS & Co.
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No. 18,093. 第一萬八千零九十三號 丙辰年四月初十日 HONGKONG, THURSDAY, MAY 11TH, 1916. 中華民國五年五月十一號 禮拜四 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

May. 12th.—Europe (*viâ* Siberia), per s.s. CHIYUEN.

TO DEPART

May 16th.—Philippine Islands, Japan *viâ* Nagasaki, Honolulu, United States, Canada, South America *viâ* San Francisco, and United Kingdom *viâ* Canada, at 9.30 a.m., per s.s. NIPPON MARU.

May 16th.—Formosa *viâ* Keelung, Shanghai, North China, Japan *viâ* Moji, Victoria, B.C., U.S.A., South America, *viâ* Seattle and United Kingdom *viâ* Canada, at 3 p.m., per s.s. KAMAKURA MARU.

May 17th.—Europe *viâ* Siberia, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.

May 17th.—Shanghai, North China, Japan *viâ* Nagasaki, Victoria, B.C. (Canada), United States, South America and United Kingdom *viâ* Vancouver, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.

May 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

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PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914 119

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TELEPHONE 1219.
Hongkong, 4th February, 1916. 666

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TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 " to 10.00 " ... " 10 "
10.00 " to 11.00 " ... " 15 "
11.30 " to 12.45 p.m.... " 15 "
12.45 p.m. to 1.15 " ... " 10 "
1.15 " to 1.45 " ... " 15
1.45 " to 2.15 " ... " 10 "
2.15 " to 5.00 " ... " 15 "
5.00 " to 8.10 " ... " 10 "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter-Hour.
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7.55 a.m. to 10.30 a.m....Every 15 minutes.
10.30 " to 11.00 " ... " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m.... " 10 "
1.00 p.m. to 5.00 " ... " 15 "
5.00 " to 6.00 " ... " 10 "
6.00 " to 7.00 " ... " 15 "
7.00 " to 8.10 " ... " 10 "
NIGHT CARS as on Week Days
SATURDAYS.
Extra Car at 12 Midnight
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
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Hongkong 12th June, 1915 500

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Max. Breadth of Ship taken in	56 "	"	66 "
Max. Draft of Ship taken in	22 "	"	36 "

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Depth of Water on Blocks at Spring Tide	25 " 7 "

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Hongkong, 1st October, 1914. AGENTS. [36

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Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitou (Tsingtao) Shanghai Mail Steamer Service, by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Saloon	1st Class
$ 40 / £ 8 / Y 28	Shanghai (S.M.R. Stn.)	Lv.	Forenoon	Wednesday	Saturday Noon.
	Tsingtao "	Ar.	"		
	Dairen "	Lv.	"		
Y 14.56	(S.M.R. Train)	Lv.	1.30 p.m.	Thursday	
	Mukden "	Ar.	11.15 "		
	"	Lv.	11.50 "		
Y 11.50	Changchun "	Ar.	7.10 a.m.	Friday	
	" (Russian Train)	Lv.	*8.00 "		
R 2.60	Harbin "	Ar.	*1.00 a.m.		

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Thursday	
R 2.60	Harbin (Russian Train)	Lv.	10.10 a.m.		
	Changchun "	Ar.	4.50 p.m.		
Y 11.50	" (S.M.R. Train)	Lv.	5.45 "	Friday	
	Mukden "	Ar.	0.45 a.m.		
	"	Lv.	1.00 "		
Y 14.56	Dairen "	Lv.	9.00 "	Fri. Wed.	
	" (S.M.R. Stn.)	Lv.	Noon.	Sat. —	
$ 40 / £ 8 / Y 28	Tsingtao "	Ar.	Afternoon	Mon. Fri.	
	Shanghai "	Ar.		Saloon	1st Class

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the only train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.30 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.
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ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

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Inspection Invited.
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ELECTRIC LIFTS AND LIGHTING.
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1st February, 1915 [32

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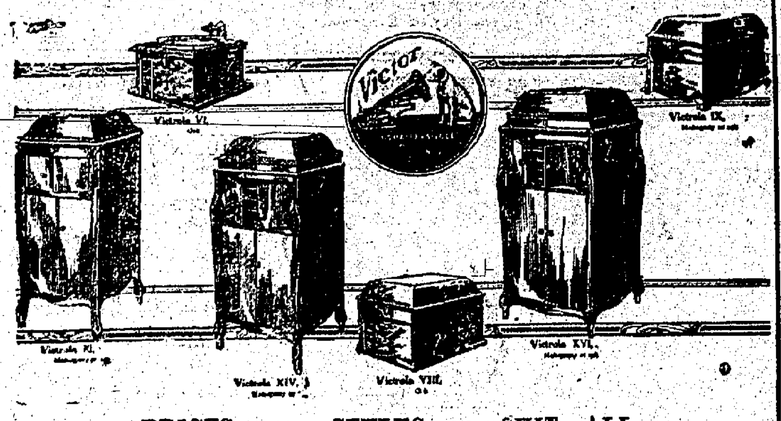

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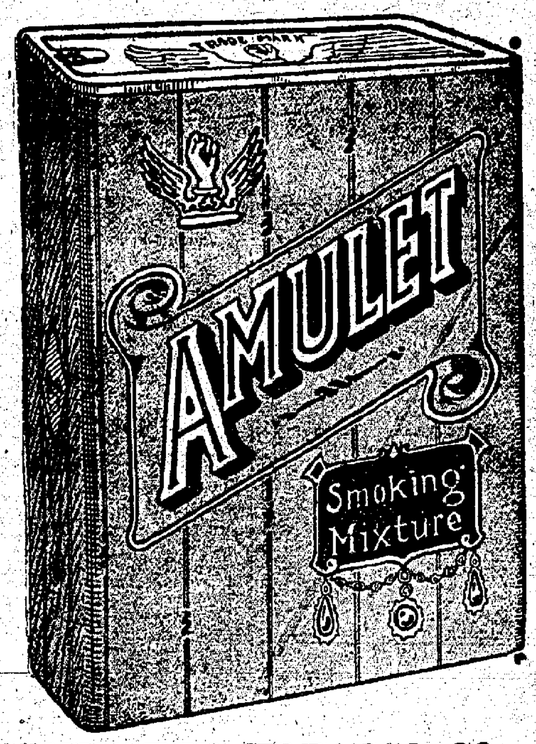

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BOUND VOLUMES of the *HONGKONG DAILY (WEEKLY) PRESS*, JULY to DECEMBER, 1915. Cloth Index. Price $7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

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FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.

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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service. Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINSCH.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE ..... $3.50.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

HONGKONG'S CIGARETTE INDUSTRY.

AMERICAN CONSUL-GENERAL'S REPORT.

The *L. and C. Express* of April 4th gives extracts from a recent report of the American Consul-General on Hongkong's cigarette industry:

In the past two years, and especially in the last six months or so, writes the U.S. Consul-General, there has been an immense increase in the imports of leaf tobacco from the United States into Hongkong, coincident with the extraordinary development of a local cigarette factory. No reliable returns as to the actual imports of American leaf are to be had except from commercial sources, but it is estimated that arrivals are at the rate of about 400 tierces and hogsheads per month, as compared with imports of about 300 such packages per month a year ago and a very small portion of that amount two years and more ago.

The bulk of these imports at present go to the cigarette factory mentioned. This factory is now importing 300 hogsheads of 1,050 lb. of tobacco per month, largely from the United States, paying for it on an average of about 825 gold per 100 lb.

AMERICAN MACHINERY PREDOMINATES.

The local cigarette concern is the chief factor in the entire tobacco trade of South China at the present time. The factory was established several years ago by Chinese, or at least Asiatic, capital, but with modern machinery. It is now operating 31 machines from 7 a.m. to 9 p.m., and cannot keep up with its orders. Twenty-one of its machines are of the latest pattern of American make, and the rest are Japanese.

Recently the capacity of the factory was increased one-third by the purchase of American machines, but it is considered doubtful by the management whether it pays to operate American rather than Japanese machines with Chinese labour. The American machines are immensely finer and more effective and labour-saving, but they are also more delicate, and, with the unskilled Chinese labour available they get out of order easily and often. The Japanese machines require more labour, but involve less capital, and so long as cheap labour is available, probably represent a lower actual cost of production. Nevertheless the management of the factory here is disposed to favour all extensions along American lines and with American machines.

OUTPUT AND PRICES.

The factory in Hongkong is turning out cigarettes at the rate of about 2,400 cases a month or about 4,000,000 cigarettes a day. The cigarettes are put up in packets of 10 or in tin boxes of 100, and arranged in bundles of 1,000, and are usually sold and shipped in cases of 50,000.

The cheapest grades are very cheap indeed, popular coolie cigarettes being sold in packets of 10 for c.1 local currency, *i.e.*, c.10 local currency or about c.4.5 gold per hundred. The nature of the cigarette sales campaign in this field can be understood from the fact that an opposition company sells a packet of 11 cigarettes and a bamboo holder for c.1 local currency. Better-grade goods are packed in round tins, a popular cigarette selling at c.35 local currency or about c.15.75 gold per hundred. Cigarettes of comparatively high grade, selling around c.70 local currency or c.31.5 gold per hundred, form perhaps one-fourth of the factory's production. The balance of the output is about equally divided between the low and medium grade cigarettes.

Fully 60 per cent. of the output of the factory at present is shipped to the Federated Malay States and other East Indian points, but in recent months even the northern field in China has been invaded to some extent. The goods are consumed almost exclusively by Chinese. Elaborate and more or less effective advertising campaigns in behalf of the various brands are carried on in the Chinese newspapers, supported by Chinese posters. The goods are practically unknown in English publications or in foreign business circles.

SHORTAGE OF CIGARETTE PAPER.

The cigarette industry in the Far East has been greatly handicapped of late by the difficulty of securing cigarette paper. Since the shutting off of supplies of such paper from Austria and Germany—from which countries most of it was obtained heretofore—the difficulty of securing stocks has increased to a point where it is a very serious obstacle to trade extension. A large portion of the trade of the Hongkong factory at times is in tobacco prepared for rolling cigarettes. This is sold to the Chinese consumer with the required amount of paper for using it; and this special trade, usually including a large element among the lower classes of Chinese, is greatly hampered at present.

QUOTING THE GERMANS.

An action for libel against the *Morning Post* was recently heard before Mr. Justice Darling in the King's Bench Division. The plaintiff was Mr. Boyd Carpenter, a son of the Bishop of Ripon, who complained of an article published in the *Morning Post* which had been taken from the German paper *Vossiche Zeitung*. Counsel said that a Dutch journalist invited Mr. Boyd Carpenter to contribute articles to a Dutch paper, but the plaintiff refused. Subsequently the *Morning Post* quoted an article from the *Vossiche Zeitung* in which the Amsterdam correspondent of that paper referred to interviews and alleged expressions of opinion by Mr. Boyd Carpenter. The *Morning Post* had published an apology in their paper. Allowing the record of the case to be withdrawn, Mr. Justice Darling said the *Morning Post* was quite guiltless in the matter. They simply quoted what a German paper said.

REALITIES OF WAR.

A SOLDIER'S VIEW.

[BY W. BEACH THOMAS.]

BRITISH HEADQUARTERS, France.

The thousands of people who have publicly praised the man in the trench, whether soldier or officer, have unwittingly in their cumulative admiration helped to give—or so the soldier sometimes thinks—a wrong impression of the nature of the war.

The truth is that the observer is so constantly struck by the cheerfulness of the men that he has come to regard their occupation as in itself an almost cheerful thing, or rather to give the impression that it is a cheerful thing. Every visitor to the front has so far escaped without hurt; and most visitors have seen few tragic and many singularly picturesque sights. Even in the trenches goodly cooking smells titillate his nostrils; and if the day is quiet and rifle grenades are infrequent he is conscious, as he reaches the fighting line, of a curious feeling of security after the tremors of his approach.

Afterwards, when he returns home, he is apt to give a picture of the war which leaves the soldiers a little resentful. Somehow the trimmings and dressings come to smother up the reality, and the fact does not appear that life in the trenches is no soft, pretty, or sentimental thing. Let me give two pictures to illustrate the soldier's point of view in face of his admirers.

On the morrow of a severe local attack I went to visit the neighbourhood of the scene of action. No picture could have been more idyllic. There was great aerial activity. The machines looked like silvered butterflies chasing one another on a summer morning. Even the sound of the machine guns, followed by the patter of the bullets here and there, was dwarfed by the great space of intervening air to the tap of a nesting woodpecker. Even when a plane was hit—and I saw one hit—it slid to earth like a homing seabird, giving no sense of catastrophe. The shrapnel made soft pillows for a cupid's bust. The general scene, viewed from a point of vantage, had the glamour that sunshine following snow can give to any landscape, even after it has suffered such earthquake shocks as disfigured part of the land in front of me.

Nearer the front some of the dug-outs were comfortable and home-like. In one the only complaint was that the fire was rather big. Its occupant was reading a list of names of men recommended for gallant action. Farther back at a headquarters everyone was exceedingly elated at the results of the fighting: the science of the engineers, the quick charge, the few casualties. The journey to and from the front could scarcely have been more charming. My companion, who was new to these things, was especially pleased with the parties of men swinging along with towels round their shoulders, as if they were at a seaside resort. This was on the return journey. Earlier the birds had heralded a delicious dawn with a fresh and lively chorus. In very truth, all was well with the world. My companion and I had spent a morning sweet with news of victory and the benediction of the spring. Who said War?

That is one picture. Now for the other. On the night following an old and grizzled officer, almost the last of those who had marched with the regiment to Mons and back two years ago, received instructions to take his men up to hold the ground won. The landscape he surveyed before moving was a model of desolation, ugly with débris and foul confusion, showing up against an ominous mountain of slag, converted to a German fortress, a monument of "clinkered sin." As he and his men felt their way forward they met the stretcher-bearers and their groaning burdens.

The first crater they reached was a valley of Gehenna strewed with bodies, all fouled with mud so deep that only the strongest could attempt to carry out the wounded, and even the fresh and unimpeded troops had much ado to advance. At last they took up their stations in this same bottomless mud and slush, some of them over ground beneath which they knew the enemy were tunnelling, all of them in positions open to every danger from above. Each man had only one course—to shut his mind to any thought whatever, beyond an almost fatalistic determination to hold on, to carry on, to go through with it. And they held on. They made good, splendidly, grimly. But the splendour was not pretty, not of a sort to make the men enjoy delicate appreciations of the amenities of trench life.

I have drawn roughly in very slender detail two pictures, more or less extreme, though in neither case is there any touch of exaggeration. The very worst side of war it is impossible to give while war lasts; and for this reason the soldier thinks that people at home, while they praise his cheerful courage, do not understand how grim his business is. The lighter side of war is daily painted; the darker side seldom and less adequately.

Of course, the journeyman work of the war, in the front trench or behind it, is at neither extreme; and as time goes on it improves for all our troops in all parts of the line. Our snipers keep down the German snipers and much increase the safety and so-called comfort of life. Our artillery is more numerous than the enemy's and fires many times more shells. The trench maladies are more or less defeated. Confidence grows. There are some few men who enjoy war.

All this is true; but injustice is done and a false view promulgated if the world at home does not realise that every little success won, every little attack defeated, means a very terrible experience to every man engaged. In the greatest battles in history few episodes have more finely tested our British sort of courage or better revealed the grimness of war than the Bluff and the Hohenzollern. And yet at the very time when the worst was in progress the edge of the battle disclosed scenes so picturesque—I might almost say so pretty—as almost to make a visitor oblivous of the gaunt, utter ruin of the once happy towns through which he passed or where he stood.

(*Continued on next Column.*)

OUR DUTY TOWARDS THE CINEMA.

WOODBINE OR HAVANA?

Ten years ago the cinematograph (then called the biograph or some other name less imposing than the long Greek term that has triumphed—to become *diablement changé en route*) was still a little adjunct of the music-halls.

Late in the programme there used to be 10 minutes or so of "pictures"—the country seen from a moving train, a burlesque scamper after a criminal, the unfolding of a flower, or something equally slight. And so things remained for some time, making it doubtful whether even those concerned in the business foresaw the possibilities of the invention and the immense importance it was going to assume in the entertainment of the public.

From the music-halls it spread to houses or "palaces" of its own. They were a little suspect, rather despised. They were the cigarette—the very "woodbine" in fact—of entertainment; cheap, easy, and quickly acquired as a none too wholesome habit. Then the "palaces" multiplied by hundreds. Everybody began to go to "the pictures" and a great many people gave up pretending that they did not. A great step forward in dignity was taken when one of London's largest and handsomest theatres, a very temple of dramatic art, the Scala, was occupied by the cinematograph and revealed the cinematograph's power of representing colour.

Like most moving objects the cinematograph acquires momentum as it goes. And it is going so quickly now that there is no knowing where it will stop. England's best-known producer and actor of Shakespeare left England in war time to pose before the cinematograph in the Far West. England's National Theatre, Drury Lane, is occupied at this moment by the cinematograph. The War Office has officially recognized the cinematograph and allowed it to visit the seat of war; and from the various war-films a certain part of the public at home has learned more about "what it is like out there" than from any other source of information. The leading actors and actresses of the cinematograph world have more and more fervent admirers (who have never set eyes on them in the flesh) than the best adored actor or actress of the theatre.

An English film-actor in America is earning (or at any rate received) a salary far higher than the trifling honorarium of the most popular leading lady in musical comedy, or than the earnings of the most brilliant of jockeys. That, no doubt, is a freakish affair that does not redound to the honour of the cinematograph or its patrons, but helps to indicate the size and resources of the film business. So does the prohibition of the import of foreign films, and the determination of English actors and actresses to perform only for certain firms. From a hole-and corner affair the cinematograph has in a few years expanded into the largest and richest of all the branches of public entertainment.

INCREASING DIGNITY.

With its scope, the dignity of the cinematograph has increased. There must always, perhaps, be something of the woodbine about it. Before the war, when there was time to bother about such things, a good many people were gravely exercised in their minds about the cinematograph habit, and the effect upon children and other childish beings of the popular film. Even since the war began people have written to *The Times* complaining that there are films to be seen which are not even honest woodbine, but some deleterious stuff that ought not to be sold. That is an evil which probably will die a natural death through the prohibition of foreign films. And, in general, if the woodbine element must remain, to be controlled as best it may, the Havana element is steadily on the increase.

Such an achievement as *The Birth of a Nation*, which holds large audiences entranced for more than three hours at a stretch, is true Havana. Gabriele D'Annuzio and J. M. Barrie have written for the cinematograph. A clause about cinematograph rights appears in every contract concerning a new novel or play. Our leading dramatists, dead and alive, are translated into cinematographese, which has proved itself sometimes a language even better than their own; our leading actors and actresses are much readier to play for the camera than ever they were in old days for the music-hall.

It is time now for the public to play its part. The day has gone by when anyone needed to pretend that "the pictures" were beneath his notice. At least one picture palace in the West-end of London is nothing less than a fashionable lounge. But more than that is needed. There is room for more and more recognition by people of intelligence and taste that the cinematograph, with its marvellous resources, its uncanny abilities, can provide an entertainment worth anyone's attention. The kind of film-actor who receives the largest salary is not the measure of the worth of the enterprise. Here is this wonderful contrivance, capable of anything in the realms of beauty, emotion, instruction, fun. The more that is demanded of it, the quicker it will shed the little peculiarities aptly satirized in *The Real Thing at Last*, and become a means of worthy entertainment for sensible people.—*Times*.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Private Thomas Leeman, having joined, is allotted Corps No. 1999 and is posted to the Engineer Company.

RESIGNED.

2.—No. 1823 Pte. J. C. Hart is permitted to resign on leaving the Colony, dated April 26th, 1916.

NOTICE.

3.—Extract from Routine Order No. 447 of 9th May, 1916:—

(2.)—Walking out Dress:—In modification of paras. 72 and 74, Command Standing Orders, belts need not be worn in walking out dress during the summer months, viz., 16th April to 15th November, but khaki jackets will be worn everywhere and shirt sleeves are prohibited. Sticks or canes will be carried.

PARADES.

4.—Parades for to-day (Thursday).

5.30 p.m.—Recruits of all units (except Right Section M.G. Co.) Squad drill at Headquarters under Sergt.-Major Higby. Signalling Section "A," "B" and "C" Classes at Headquarters.

6 p.m.—Scouts Company No. 3 Section at Headquarters.

DETAIL.

5.—On duty till to-day—H.K.V.R.
Next for duty May 12th—No. 1 Section Arty. Batty.
Orderly Officer 12th to 18th—Lieut. Weall.

Note.—The parade ordered above for B and C Classes Signalling Section for Thursday, 11th, is cancelled.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

DETAIL.

On duty till the morning of Friday, 12th instant: "A" Co.
Orderly Officer: Lieut. Thornhill.
Next for duty: H.K.V.C.

PARADES.

Thursday, 11th inst.:—
Machine Gun Section at Wellington Barracks under Lieut. Thornhill, at 5.30 p.m. Dress: Drill order.
Recruits on the Cricket Ground under Drill Instructor Sergeant Oxberry, at 5.15 p.m. Dress: Drill order.
Mounted Section on the Polo Ground, at 5.30 p.m., under Instructor Staff-Sergeant Talbot. Uniform to be worn.

Friday, 12th inst.:—
"B" Co. Kowloon Dock and Taikoo Sections on the Polo Ground, at 5.30 p.m. Remainder on the road outside the Law Courts, at 5.15 p.m. Dress: Drill order.
Signalling Section at Vol. Headquarters, at 5.15 p.m. Uniform to be worn.

Saturday, 13th inst.: *Nil.*

STRENGTH.

Pte. C. Stuart, having joined, is allotted Corps No. 604 and posted to Co. "A," Platoon No. 3, Section 12.

TRAVELLING EXPENSES.

All claims for travelling expenses incurred in any one month must reach the Adjutant, H.K.V.R., in duplicate not later than the 7th of the following month. No claim sent in after such date will be entertained. Outstanding claims for travelling expenses must be sent into the Adjutant, H.K.V.R., in duplicate forthwith.

DRESS.

Belts need not be worn in walking out dress during the summer months, viz., 16th April to 15th November, but Khaki jackets will be worn everywhere and shirt sleeves are prohibited. Sticks or canes will be carried. Khaki jackets will be worn by guards and sentries in the summer.

ABSENTEES FROM PARADES.

The following absentees without leave from the parade of "A" Co. on Tuesday, 9th inst., will parade with "B" Co. on Friday, 12th inst., on the road outside the Law Courts and will also attend recruits' parade on the Cricket Ground, on Monday, 15th inst.: Ptes. T. Mackay and T. Claxton. Those who obtained leave of absence will parade with "B" Co. on Friday, 12th inst.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

EQUIPMENT AND EMERGENCY BOARD.

This Board will sit at 5.30 p.m. sharp each evening in the office of the A.S.P. at Central Station.

The following will attend each night:—
A.S.P. (R), as President.
C.I. (Musketry) or Musketry Sergeant.

The following will attend with their Sections:—
Commander of the Platoon.
Commander of Section.
Equipment officer.

Inspector A. H. Hewitt, in charge of Emergency Call arrangements, will attend at his discretion.

Members appearing before this Board need not produce Blue Uniform.

JOINED.

No. 1 Section.—H. E. Edwards and J. Joseph.
Motor Patrols.—A. E. Iles.

COURT CASES.

Cases heard at the Magistracy, etc., whatever the result of same, must be reported on Prosecution Forms to Staff Inspector McEwen, Sanitary Board office. Forms can be obtained at the Magistracy, Marine Court, or at the office of the D.S.P. (R.).

F. C. JENKIN,
D.S.P. (R.).

WEST RIVER COLLISION ACTION.

WHAT IS A FAIRWAY?

The contest between the Shui On Steamship Company and the Standard Oil Co. in the Supreme Court in the Admiralty action for $100,000 is nearing its end. It has been keenly-fought throughout, and yesterday there were some warm passages between opposing counsel.

Mr. Eldon Potter (for the Standard Oil Company) said the point of law he intended to deal with was that, assuming that the *Ruth* was not in the fairway, there was no obligation on their part to have lights.

The Chief Justice suggested that if he was not prepared to accept the evidence for the defendant Company on the subject of lights he would have to reject the whole story altogether. Supposing he believed there were no lights and Mr. Potter's witnesses were telling falsehoods entirely in regard to this point, he would not only have to reject that but the whole story whether she was protected or looked after or not.

Mr. Potter—My position is this: assuming this wreck was out of the fairway and had no lights, and was not attended in any shape or form, if she was out of the fairway there is no liability whatever to attend her. He suggested that this argument might be left until afterwards, and allow the case to proceed on the facts. If required, he could then deal with the law.

Mr. Alabaster opposed this procedure. It was most unheard of. They have two points in this case; the first he could knock out, and the second he thought has nothing in it. That was the point as to fairway—what he (Mr. Potter) called his law. There was nothing in it at all, but he had come there fully prepared to meet it, and now Mr. Potter practically asked for an adjournment, because he thought it might not be necessary to proceed with the law. If his lordship decided the case first of all it would give the other side virtually an appeal afterwards. He wanted the whole thing dealt with now.

His lordship said what he intended to convey was that when the case on the facts was over, if he wanted anything upon the law he would call upon them. It would not be in the nature of an appeal.

Mr. Alabaster—We would have the whole of the evidence of the fairway and the whole of the law on fairway separately. I would rather my friend finished his case.

His lordship—Very good. You had better go right on, Mr. Potter. Mr. Alabaster says he thinks he can knock you out on the facts and he does not want you to have a second knock.

Mr. Potter—That is exactly what I feel.

Mr. Alabaster—You want two knocks. Let us get done with facts first.

Mr. Potter—Really, Mr. Alabaster, I cannot understand your mind at all!

Mr. Potter then dealt with the legal aspect of the case as viewed by him. The first thing to decide was: what is a fairway? The law said that the fairway was the usual course followed by ships. Mr. Driscoll was quite clear that the wreck was right out of the fairway. Of course they could not make ships take the fairway. They could do what they liked with their ships, pile them on the rocks, or run them on a sandbank, if they liked. The evidence of five Europeans who were called must prove that the *Shui On* was not on her usual course. It was admitted that she was two hours late, and he submitted that she took this short cut to save time.

Mr. Alabaster—They would have to wait outside the Harbour anyhow, in accordance with police regulations.

Mr. Potter said it was nothing unusual to have a conflict of evidence between two experts, but certainly it was strange when it came to the exact depth of water round a wreck. He pointed out that Captain Fothergill's soundings—an even 8 feet—entirely agreed with the soundings taken by the Harbour-Master of Kongmoon, whose statement was put in by the other side. The Captain of the *Shui On* himself admitted that he would not take his ship even into 9 feet of water.

Mr. Alabaster—Yes, but this is different. This was low tide.

Mr. Potter—Mr. Alabaster, I wish you would not persist in trying to make out that this side is always misconstruing things.

Subsequently the case was adjourned.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, May 3rd.

AN OLD RESIDENT'S ILLNESS IN LONDON.

We are very sorry to learn of the serious illness of our old friend, Mr. Richardson, of Restalrig, who has been for a long period the head of Messrs. Bradley & Co. Although he had attained to years beyond the allotted span he heartily gave his services for the Home Guard. He has been living in London for some years. We remember how unwilling he was to leave Swatow for home. He loved it and its climate, and would have gladly ended his days here. We still hope that he may recover, although reports are not encouraging.

PLAGUE AND ITS PREVENTION.

In districts inland from the port plague is very insistent and is having its daily toll of victims. We have had abundant opportunity of testing the value of timely inoculation with the Bombay serum. Members of the same families who have submitted to the antidote have escaped, while those who thought they were wiser have succumbed. The consequence is that whole villages are eager for the doctor to come and innoculate them. I understand that the remedy is effective for eighteen months.

THE POLITICAL SITUATION.

Our political life is quiet and uneventful. The Chinese who enjoy being a law unto themselves appear to thrive. While there is a good deal of highway robbery there does not appear to be more than usual. South China is, on the whole, more peaceable than Mid-China and the North generally. The recent decrees issued from Peking are all dead. The re-establishing of the old literary examinations has not been at all popular and has consequently dropped into limbo. The feeling is becoming more and more general that the only solution of the political problem is that the President resign all power, and that a man of the people's choice be elected in his place, but as far as we can see the President is of a different mind.

May 5th.

Since writing the above, news has come which has to some extent electrified the air. About two thousand northern soldiers have been landed on the southernmost sea-shore of Fuk Kien. (Fuk Kien has still remained constant in her adherence to the President's rule.) A more numerous force was sent south, but one of the transports was, as you reported, sunk. (There is something mysterious about the sinking of this transport which has not yet been cleared up.) The Government's northern military strength is a third less than that intended for the invasion of Canton. At present the northern soldiers are hovering on the borders of Canton Province at a place called Chhau An, approximately six miles from the border within Fuk Kien. On the actual frontier—a mountain pass—a few modern guns are placed manned by Northerners. Six miles distant from this frontier within the Canton Province on the highway to Huangkang about a thousand Kwangtung troops are posted. We are most anxious to know what these soldiers are going to do. The aim of the Northerners is to subdue Kwangtung, but in order to do this they await some eventuality; they are hoping for discordant elements to break out in Canton, when they will pounce on their prey. One Brigadier-General is valiant in his endeavours to meet the situation; he is sending troops to guard Chhau An and to block the way of the enemy's advance. Naturally some uneasiness is felt by the natives. For a victorious Northern army might wreak vengeance on those who so readily declared independence. Some schools are being disbanded. The feeling prevails, however, that Canton will speedily settle its quarrels and present an unbroken front to the enemy.

AN INTERESTING PERSONALITY.

It will interest some of your readers to know who Mok Tsu Lin is on whose capable shoulders rests great responsibility at present, viz., that of upholding the integrity of this populous and rich region of the Province. He is a native of Tung Kwan, near Canton, on the sunny side of forty. In his youth he was very studious and was very early devoted to the study of military maters. He made rapid progress in the military college and was selected to be sent to Japan in order to become proficient in his profession. After he graduated in Japan he came back to his native Province, where he was

Continued on next Column.)

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, May 10th.

We are having a spell of very dry weather and everything, as a consequence, is covered with dust. The odours from the street drains, which are cleaned perhaps once a week, are by no means pleasant. Formerly, at this season of the year the drains were flushed with the fire pumps, and the streets were watered frequently. Now, however, the Sanitary Department seems to have fallen asleep. Let us hope it will not need an outbreak of sickness to stir the officials into activity.

News has been received by cable from Portugal of the death of Dr. Almeida. Dr. Almeida was a resident in the colony for more than 20 years and during the last five years held the position of Colonial Surgeon. He had many friends here and his death is widely regretted.

WELL-KNOWN HONGKONG PILOT'S DEATH.

Messrs. Jardine, Matheson & Co., Ltd., have received official information from Thursday Island to the effect that Capt. Thomas Hartley Christie, aged about 52, who has been for many years a pilot on the Canton River, had passed away in the Hospital on the Island. Capt. Christie had been suffering from malaria for a considerable time, and he left on the *St. Albans* for a holiday in Australia to recuperate. Apparently he became worse on the way down, and was removed to hospital at Thursday Island, where he died, on the 26th March.

Deceased was formerly in the service of the Indo-China Steam Navigation Company, leaving the Company's employ in 1896 to undertake pilotage on the Canton River. He had piloted Messrs. Jardine, Matheson & Co.'s steamers up the river ever since, and was a man in whose trustworthiness every confidence was placed. Previous to entering the Company's service he was in command of the Adelaide Steamship Company's vessel *Adelaide*.

Yesterday the flags on the Company's steamers in port were half-masted as a token of respect.

GOLF.

ROYAL HONGKONG GOLF CLUB

COMPETITION RESULT.

The result of the Bogey Pool competition played during the Easter holidays over the Relief course (9 holes), Fanling, is as follows:—

Mr. R. A. Brand	2 up tie
Mr. E. R. Mitchell	2 up tie
Mr. H. Bates	1 up
Captain Campbell	1 up
Mr. C. H. P. Hay	1 up
Mr. F. A. Redmond	1 up
Mr. J. R. Watson	all square
Mr. N. J. Stabb	all square
Mr. E. Carpmael	all square

appointed to the important post of inspector. Later he was transferred to Swatow in order to make a careful survey of the surrounding neighbourhood—to make note of its land and water communications. During the anxious period of the rebellion and revolution five years ago he was sent with troops to Nanking, but on his arrival negotiations for peace were already in progress, and he returned immediately to Canton, where he was given an important post. The present Viceroy or Governor was not quite sure of him and sent him to Chhau An. When the President announced his monarchical intentions, Mok concluded that disturbances would immediately follow. His soldiers were well-drilled, intelligent and strictly disciplined. This fact was known to the authorities at Canton, and his men were immediately broken up and sent in small companies into various districts. But Mok did not fail to maintain direct communication with them all. When matters came to a crisis recently he was able to assemble the scattered fragments. At his summons they appeared at a pre-arranged rendezvous, and were able to quell all opposing elements in our neighbourhood and Mok finally entered Swatow in triumph with very little fighting and an unappreciable loss of life. He has, undoubtedly, shown considerable ability in organization and, if left alone, would probably bring order out of the present somewhat chaotic conditions that prevail.

"THE WISHING CAP."

PERFORMANCE BY PUPILS OF ANGLO-FRENCH SCHOOL.

The pupils of the Anglo-French School, Causeway Bay, gave a most successful performance of that charming little operetta "The Wishing Cap" in aid of the charitable works of St. Paul's Institution yesterday. The pupils, for whose careful training the French Sisters were entirely responsible, acquitted themselves with much credit, and the play was witnessed with great pleasure by a large audience.

The performance commenced with an overture at the piano by Misses L. and M. Brinton. The scene in Act I was laid in the Courtyard of Durden Farm, where, on Michaelmas Eve, the servants assemble to celebrate the end of their year of service. They are joined by Elsa, the dainty daughter of Dame Durden, who participates in the revelry. A gipsy queen enters and plots to kidnap Elsa. She persuades the servants to take their mistress' daughter out on to the moors to find "The Wishing Cap," and on this expedition Elsa is stolen and carried away to the Gipsies' Encampment, where she is harshly treated. The good fairies watch over her, however, and in due course conduct her back to her mother and home.

Much artistry had been displayed in the arrangement of the scenery, and the performance afforded great pleasure—as much almost to the children participating as to the audience.

The *dramatis personæ* was as follows:—

Dame Durden, Miss Vera Crees.

Elsa (her little daughter), Miss Rose Boanas.

Companion to Dame Durden, Miss L. Brinton.

Katisha (Gipsy Queen), Miss V. Danenberg.

Maid, Miss R. Hazeland.

Servants:—Misses M. Danenberg, L. Tollan, D. Haynes, A. Baudet, E. Miller, M. Ramsey, C. Guimares, M. Noronha, and M. Lamorte.

Fairies:—Fairy Ecola, Miss F. Simmons; Fairy Volante, Miss L. Haynes; Fairy Epiona, Miss M. Brinton.

Small Fairies:—J. Thornhill, F. Hamilton, M. Nolan, P. Goodall, R. Young, K. Simmons, I. Thornhill, H. Solomon, C. Johnson, B. Hardwick, G. Drue, and K. Russell.

Will o' the Wisps:—N. Hazeland, M. Wiles, D. Windebank, A. Remedios, E. Sternberg, J. Watson, F. Hammes, and M. Lysaught.

Gipsies:—Miss C. Miller, Miss P. Miller, Miss F. Rodney, E. Noronha, V. Young, R. Young, A. Tollan, M. Fernandez, V. Young, K. Lysaught, M. Russell, and R. Young.

Mdlle. L. Thomas, Miss L. Brinton, Misses C. Miller and M. Nolan, and Miss V. Crees also rendered instrumental items, which were obviously much appreciated.

The performance is to be repeated tomorrow and Saturday afternoons, at 5 o'clock.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory:—

9.30 a.m., May 10th.

Cyclone or Typhoon W. of Guam, moving W. or W.N.W.

SINGAPORE WOMEN AND THE WAR.

Singapore women are very eager to do something that will prove their deep sympathy with victims of the war. A movement has already been started, as announced in our issue of April 19th, for collecting women's "personal economy savings" monthly with a view to soldiers and sailors blinded in the war. But it is felt that more than this may be done. Queen Mary has handed over to the Red Cross Society the Star and Garter Hotel at Richmond, which occupies what many consider the most beautiful site in England, in order that it may be made into a home for soldiers and sailors permanently disabled on active service. This is the scheme of the "British Women's Hospital Star and Garter Building Fund," and the appeal for money is made to women only. The women in Singapore would like to have a ward, or a fixed number of beds in that Home for which they would make themselves responsible, and with which the name of Singapore would ever be associated. So far, the proposal has only been discussed privately, but it is proposed to hold a meeting of women at the Victoria Memorial Hall to consider the matter and if possible to arrange for a patriotic concert in the Victoria Theatre on Empire Day, the admission charges, fixed low so that all may participate, being devoted to starting the fund. Concerts, garden parties, and personal collecting would be kept in view as means of raising the fund to substantial proportions.—*Straits Times.*

INTIMATIONS.

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Single Fare by Day Steamer	5.00
Return " "	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 11TH MAY, 1916.

8 a.m. *HEUNGSHAN.* | 8 a.m. *KINSHAN.*
10 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.*

FRIDAY, 12TH MAY, 1916.

8 a.m. *FATSHAN.* | 8 a.m. *HEUNGSHAN.*
10 p.m. *HEUNGSHAN.* | 5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH MAY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [128

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 26 years FROM 1874 TO 1900.

PRICE ..... $2 Cash.

On Sale at the DAILY PRESS Office or Local Booksellers.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1915.

REVISED BY THE MEMBERS.

PRICE $3

DAILY PRESS OFFICE
Hongkong, 25th February, 1916

NEW ADVERTISEMENTS

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL

MONDAY, MAY 15TH,

AT 5.30 P.M.

Vocalist:
Mrs. W. B. WALKER.

Hongkong, 11th May, 1916. [667

GREAT SUCCESS!

THEATRE ROYAL.

HONGKONG.

TO-NIGHT! TO-NIGHT!!

FOR A SHORT SEASON ONLY.

THE

HUMPHREY BISHOP

LONDON STAR COY.

Present a

CONCERT—REVUE

INCLUDING

THE FAMOUS

WEDGWOOD CLASSICS.

Direct from the London Palladium.

Under the Distinguished Patronage o H.E. The Governor, Sir F. H. May, K.C.M.G.

Booking at MOUTRIE'S.

PRICES AS USUAL.

Hongkong, 11th May, 1916. [654

A GRAND CONCERT

will be given in King George's Hall,

SEAMEN'S INSTITUTE

TO-NIGHT (THURSDAY),
MAY 11TH, 1916, AT 8.15 P.M.

by the
CONCERT PARTY
from
H.M.S. "LAURENTIC."

A cordial invitation is given to all.

Collection on behalf of the Billiard Room and Fan Fund.

Hongkong, May 3rd, 1916. [655

NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of THE CHINA FIRE INSURANCE CO., LTD., will be REMOVED to the Offices of THE UNION INSURANCE SOCIETY OF CANTON, LTD., 3, QUEEN'S BUILDINGS, Chater Road.

C. PEMBERTON,
Secretary.

Hongkong, 8th May, 1916. [682

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, MR. C. H. P. HAY will perform the duties of the General Manager of the Company and Sign per Procuration.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.

Hongkong, 6th May, 1916. [674

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Society and Sign per Procuration.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 6th May, 1916. [667

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current for Lighting and Fans will be Reduced to 20 cents per unit.

Discounts will remain as before.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 1st May, 1916. [648

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of NATHANIEL JOSEPH EDE, late of "OAKHURST," NETLEY ABBEY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.

Creditors and Claimants are hereby required to send their Claims to A. SHELTON HOOPER, Esq., No. 5, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.

Dated the 1st day of May, 1916.

HASTINGS & HASTINGS,
Solicitors for the Administrator,
8, Des Vœux Road Central,
Hongkong.

[650

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 1st May, 1916. [649

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.

Hongkong, 4th May, 1916. [658

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shaukiwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.) N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Inland Lot No. 2166.	West of Inland Lots 1449 and 2088, Shaukiwan Road.	As	per	sale	plan.	17,000 (about)	176	6,600

Hongkong, 6th May, 1916. [670

WANTED.

AN ASSISTANT ENGLISH TEACHER for DIOCESAN BOYS' SCHOOL.

Apply to—
THE HEADMASTER.

Hongkong, 10th May, 1916. [684

WANTED.

MALE STENOGRAPHER and TYPIST. Good Salary for right man.

Apply to—
"P. D.,"
Care of "Daily Press" Office.

Hongkong, 9th May, 1916. [680

WANTED.

AN experienced ASSISTANT for a Mercantile Firm (Chinese preferred). Qualifications necessary: Good English education, knowledge of Shorthand, Typewriting and Book-keeping.

Good salary and permanent prospects for a competent steady man.

Apply in own handwriting to—
"COMMERCE,"
Care of "Daily Press" Office.

Hongkong, 9th May, 1916. [681

WANTED,

BY a British Mercantile Firm a Competent LADY STENOGRAPHER, able to write Shorthand and Type Rapidly.

Apply to—
"N. X. Y.,"
Care of "Daily Press" Office.

Hongkong, 5th May, 1916 [660

FOR SALE.

ONE 19½ B.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 8 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.

ALSO ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.

For further particulars apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.

[94

FOR SALE.

RICHMOND HOUSE, No. 146, Barker Road. Also,
"DUNOTTAR," No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors.

[371

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, &c., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., LTD.

[415

HOUSES TO LET

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP PEAK, for four months from Middle of May.

Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co.

[678

TO LET.

TWO LARGE FURNISHED ROOMS arranged as Flat with Bathroom, Verandahs and every convenience. Can be let separately if desired and board could be arranged.

Apply—
"HARBOUR VIEW,"
Care of "Daily Press" Office.

[679

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.

665

TO LET.

RICHMOND HOUSE and Annex at No. 11, Robinson Road, Completely renovated and repainted, Garden and Tennis Court.

For rent and other terms apply to—
H. M. H. NEMAZEE,
No. 1, Des Vœux Road.

[666

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.

[622

TO LET.

A HOUSE in Observatory Villas with Tennis Court.

Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.

[619

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.

Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings.

[574

TO LET.

OFFICES in Princes' Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.

[572

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON.

[90

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.

Apply—
D. V. STEAVENSON,
Care of DEACON, LOOKER, DEACON & HARSTON

[492

TO LET.

A HOUSE in Kaulsford Terrace, Kowloon

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

[37

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.

[518

TO LET.

TWO ROOMED FLATS in Nathan Road Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD
Alexandra Buildings

[277

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.

HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, HILLSIDE," THE PEAK.

GODOWNS, at Wanchai.

Nos. 1, and 2, WEST END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

32

INTIMATION

GIN

SIR ROBERT BURNETT & CO.'S

OLD TOM

AND

DRY.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG AND CHINA.

TRADE MARK

ESTABLISHED A.D. 1841.

TELEPHONE 616.

13

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 11TH MAY, 1916.

AMERICA AND GERMANY.

GERMANY'S clumsy and impudent attempt to evade the point at issue between herself and the United States has been frustrated by the latest American Note, which is a model of clearness and brevity, admitting of no equivocation or misunderstanding on either side. Undismayed by her rebuff in March, Germany sought to make her promise to abandon submarine attacks on peaceful shipping conditional upon an assurance that pressure would be brought to bear on Great Britain to relax the blockade. That defines the German attitude in simple English, though, of course, it was cloaked in more diplomatic language. After pointing out that the acceptance of her former proposals by America would have reduced to a minimum the dangers to American travellers and merchandise, the German Note proceeded: "Germany is prepared to do her utmost to confine operations for the rest of the war to the fighting forces of the belligerents, thus ensuring freedom of the seas, but neutrals cannot expect Germany, for the sake of neutral interests, to restrict the use of her effective weapon if the enemy is permitted to continue to apply at will methods of warfare violating International law." It is amusing to see Germany posing as the champion of International law, when she began this war by an act which her own Chancellor admitted to be a gross violation of that law, and ever since that moment has set at naught both the Laws of Nations and the Laws of Humanity whenever they stood in her way. Was it not Germany's action in sowing the high seas with mines in disregard of International law and The Hague Convention that led the British Admiralty on November 3rd, 1914, to declare the North Sea a war-zone? Yet Germany has endeavoured to offer that action on the part of the British as a justification for her policy of "frightfulness" on the sea. It is no more likely, however, to impose upon the world than the excuse that because some British merchantmen were armed with a gun for purely defensive purposes, Germany could not adhere to her promise to America to refrain from sinking merchant ships without first warning them and allowing the passengers and crew an opportunity to escape. Germany throughout has recognised no law but that of self-interest. When she found that the submarines upon which she counted so confidently were, after all, a very vulnerable weapon, she clamoured for the usages of centuries to be discontinued in order to remove this disadvantage; and, after sneering at the legitimate British blockade as "belonging to the realm of bumbug" and as "a hollow and impotent idol," she now employs it as an excuse for air-raids on unfortified towns and piracies on the high seas, and urges neutral nations, who suffer inconvenience, to protest against Great Britain's inhuman conduct in starving innocent civilians. America, however, resolutely declines to be made a cat's-paw or to enter into any bargain for the observance of her inalienable rights as a neutral. "The Government of the United States," says the Note, "cannot for a moment entertain, much less discuss, the suggestion that the respect by the German Naval authorities for the rights of the citizens of the United States on the high seas should in any way, or in the slightest degree, be made contingent upon the conduct of any other Government as affecting the rights of neutrals or non-combatants. The responsibility in such matters is single, not joint; absolute and not relative." Consequently, the Government of the United States "takes it for granted" that Germany does not intend to imply that the maintenance of the newly-announced policy in regard to submarine warfare is "in any way contingent upon the course or the result of diplomatic negotiations between the United States and any other belligerent, notwithstanding the fact that certain passages in the Imperial Note of the 4th inst. are susceptible of that interpretation." This leaves Germany no loophole of escape if she really desires the maintenance between the two countries of those good relations which have been "so seriously menaced." The *Daily Telegraph's* Rotterdam correspondent, however, says it is authoritatively believed that, in the circumstances, the new orders to submarine crews will be countermanded, and the campaign of "frightfulness" resumed with the object of antagonising the United States in order that the German Government may have a pretext for abandoning the struggle as hopeless. This *ruse* has been suspected all along. The shortage of food is declared to be the dominant factor in Germany's present desire for a favourable peace, and, if the statement be true, it justifies those who affirmed their belief at the outbreak of hostilities that the economic strangulation of Germany by the British Navy placed the ultimate triumph of the Allies beyond doubt.

There will be an organ recital at St. John's Cathedral on Monday, May 15th at 5.30 p.m. Mrs. W. B. Walker will be the vocalist.

The police seized 1,150 taels of prepared opium on board the *Glenogle* on her arrival in port on Tuesday from Singapore. The opium was found in the bunkers.

Mr. T. K. Dealy, Headmaster of Queen's College, has gone on long leave, and Mr. A. W. Grant will act as Headmaster during his absence. Mr. E. Tanner will act as Second Master. Mr. A. H. Crook has also left on long leave.

An amah was charged before Mr. J. R. Wood at the Magistracy yesterday with stealing from her mistresses two gold watches, two gold chains, and some pearl hair ornaments, valued at $190. The defendant admitted the larceny, but said she did not melt them. Sentence of six months' hard labour was passed.

A fire which broke out on Tuesday on board a lighter resulted in the total loss of a quantity of jute, worth more than $36,000. The lighter, which is the property of a Chinese widow, was lying off the Praya, at Kennedy Town, near the Pacific Mail Godown, and was laden with 300 bales of jute, the property of the Toyo Kisen Kaisha. As the jute was about to be discharged into the godown, the lighter caught fire, and the crew had to sink the vessel to put the fire out.

"I think the man is just an ignorant country fool," remarked Mr. Leo d'Almada of a client, who was charged before Mr. Hazeland yesterday with possession of 192 rounds of ammunition in Connaught Road West. The Magistrate agreed with Mr. d'Almada, but imposed a fine of $250 with the alternative of three months' imprisonment.

The F.M.S. war stamps are of an artistic design, the centre panel showing a wounded soldier clinging to his wife, while two children are hanging helplessly on to their mother's arms. Seated is an older girl. She is listlessly holding a helpless infant, and is looking vacantly into space. The picture, says the *Times of Malaya*, epitomises the horror and misery of war, without picturing its more brutal side. At each corner of the panel is the name of a State of the Federation, while the borders carry the words "Federated Malay States—1916" and the name of the particular fund the stamps are meant to benefit.

SHANGHAI RACE MEETING.

RESULT OF THE CHAMPIONS.

The results of the third day's racing at Shanghai were as follows:—

THE GREAT NORTHERN PLATE. Seven furlongs.

Mr. Henry Morriss' Homefield, (Stewart) 1
Mr. Lamerton's Bornite, ...(Rowe) 2
Mr. John Peel's Sandiway, (Johnstone) 3

Time: 1min. 53 3-5secs.
Fastest time: 1min. 45 2-5secs.

THE RUBICON PLATE. One mile and a quarter.

Major Nathan's Paragon, ...(Watts) 1
Mr. Ellis Kadoorie's Cocos Chief, (Hill) 2
Mr. Fay's Wynona, ...(Heard) 3

Time: 2min. 52 4-5secs.
Fastest time: 2mins. 33 4-5secs.

THE PARI-MUTUAL STAKES. One mile and a half.

Mr. Henry Morriss' Castlefield, (Stewart) 1
Mr. G. D. Coutts' The Trader, (Brand) 2
Mr. Henry Morriss' Tringfield, (Hill) 3

Time: 3min. 36 2-5secs.
Fastest time: 3min. 7 1-5secs.

THE RACING STAKES. One mile.

Mr. Blix's Hazelnut, ...(Hill) 1
Mr. Elrettus' Dixie, ...(Vida) 2
Messrs. Toeg and Speelman's White Nile .....(Williams) 3

Time: 2min. 13 2-5secs.
Fastest time: 2min. 1 3-5secs.

THE YANGTSZE CUP. One mile and three-quarters.

Messrs. Toeg and Speelman's Sungari, (Heard) 1
Mr. Henry Morriss' Wakefield, ...(Stewart) 2
Mr. John Peel's Special Request, (Johnstone) 3

Time: 4min. 8 1-5secs.
Fastest time: 3min. 43 3-5secs.

THE CONSOLATION CUP. One mile and a quarter.

Mr. N. W. Hickling's The Fly Bird, (Johnstone) 1
Mr. Jeromi's Blazon, ...(Wuilleumier) 2
Mr. Lamerton's Borealis, ...(Rowe) 3

Time: 2min. 57 1-5secs.
Fastest time: 2min. 33 4-5secs.

THE PAPER HUNTER'S HANDICAP. One mile and a quarter.

Mr. Ezra's Nomadic, ...(J. I. Ezra) 1
Mr. Peacock's The Buzzard, ...(Hill) 2
Mr. N. W. Hickling's Battle Dawn, (Stewart) 3

Time: 2min. 52 2-5secs.
Fastest time: 2min. 33 4-5secs.

THE MANCHU STAKES. One mile and a quarter.

Mr. Henry Morriss' Cranfield, (Stewart) 1
Mr. Ezra's Silverwood, ...(Ezra) 2
Mr. Ellis Kadoorie's Cocos Chief, (Hill) 3

Time: 2min. 55 3-5secs.
Fastest time: 2min. 33 4-5secs.

THE CHAMPION SWEEPSTAKES. One mile and a quarter.

Mr. Henry Morriss' Beaconsfield (Stewart) 1
Mr. Blix's Hazelnut, ...(Hill) 2
Major Nathan's Paragon, ...(Watts) 3

Time: 2min. 48 3-5secs.
Fastest time: 2min. 33 4-5secs.

THE NIL DESPERANDUM CUP. Three-quarters of a mile.

Mr. Robson's The Poetical Bird, (Watts) 1
Mr. John Peel's Cream Cheese, (Johnstone) 2
Messrs. Toeg and Speelman's Tuki Tuki .....(Heard) 3

Time: 1min. 38 2-5secs.
Fastest time: 1min. 27 3-5secs.

BRITISH MANUFACTURES.

You are very careful in your purchases to see that, if possible, all your goods are of British manufacture, as, besides supporting home industries, you know you are getting the best.

But what about your Cigarettes?
Are you as particular about them?

WESTMINSTER "SPECIALS"

are expertly made by hand, by a British Company in London.

They cost $1.25 for a tin of 50 and are equal to any of the higher priced Egyptian Cigarettes.

"SPECIALS" are now packed in round airtight tins, which ensure their arriving in perfect condition.

Manufactured by—
WESTMINSTER TOBACCO CO. LTD.,
LONDON.

[ADVT.]

672

THE WAR.

AMERICA'S REPLY TO GERMANY.

CONSEQUENCES OF PRESIDENT'S REFUSAL TO MEDIATE.

BRITISH TRENCH FIGHTING.

SITUATION BEFORE VERDUN.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

SUCCESSFUL TRENCH FIGHTING.

LONDON, May 10th.

General Sir Douglas Haig, in a *communiqué*, states:—There was some activity last night at different points along the line. The enemy, after a heavy bombardment, entered our trenches east of Thiepval Wood and caused some casualties before they were driven out. The enemy left some dead and one prisoner in our trenches. We successfully raided enemy trenches north of Thiepval Wood, driving the occupants into dug-outs, where they were effectively bombarded. We were also successful in an enterprise near Fromelles, entering hostile trenches which were occupied and inflicting considerable casualties. Our casualties in both cases were very slight. These raids were executed by the Welsh and Inniskilling Fusiliers. There was artillery activity last night and to-day at the Ypres salient.

VERDUN.

MATTERS TAKING A GOOD TURN.

PARIS, May 10th.
9.10 a.m.

A semi-official *communiqué* states:—Matters are taking a good turn at Verdun. We now regularly re-capture on the morrow the slight and costly ephemeral gains made by the enemy the day before. Thanks to the untiring heroism of our troops the situation on both banks of the Meuse has been re-established as it was before the last renewal of the formidable German offensive.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS ACTIVE.

PETROGRAD, May 10th.

A *communiqué* states:—There has been the usual mutual bombardment on most portions of the front. The Germans were particularly active north of Lake Ilzen and south-west of Dvinsk.

TURKS EVACUATE TRENCHES.

PETROGRAD, May 10th.

The Turks have evacuated the entire front line of trenches in the neighbourhood of Erzindjian, under Russian fire.

RE-OPENING COMMUNICATION.

PETROGRAD, May 10th.

The Tabriz-Julfa railway has been opened for passengers and goods traffic.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

THE TORPEDOED "CYMRIC."

QUEENSTOWN, May 10th.

The *Cymric* was torpedoed yesterday afternoon.

SUBMARINE WARFARE.

LONDON, May 10th.

The British sailing vessel *Calgate* has been sunk.

Fourteen persons are missing.

THE "BRESLAU."

PETROGRAD, May 10th.

The enemy cruiser *Breslau* has bombarded Eupatoria.

GENERAL.

[THROUGH REUTER'S AGENCY.]

SAVING DAYLIGHT.

LONDON, May 10th.

If the Daylight Saving Bill is passed it will be enforced on the 21st inst., and normal time will be restored on September 1st.

[THROUGH REUTER'S AGENCY.]

THE SUGAR MARKET.

AN IMPERIAL GUARANTEE.

LONDON, May 10th.

In the course of a speech at a meeting of representatives of the cane and sugar producers of India, Egypt and other parts of the Empire, which was held at the Caxton Hall, the Australian Premier, Mr. W. M. Hughes, said he did not doubt but that the Empire could produce all the sugar which was required. As the post-war market would be flooded with beet and sugar he suggested an Imperial guarantee to take a certain quantity at a minimum price from each part of the Empire.

BREVITY IS STRENGTH.

AMERICA REPLIES TO GERMANY IN 200 WORDS.

SCRUPULOUS EXECUTION OF PROMISE RELIED ON.

NEW YORK, May 9th.

The American Note to Germany has been dispatched. It comprised 200 words only.

The text of the Note is as follows:—

"The Note of the Imperial German Government of the 4th inst. has received careful consideration. It is especially noted, as indicating the future purpose of the Imperial Government, that it is prepared to do its utmost to confine the operation of war for the rest of its duration to the fighting forces of the belligerents, and that it is determined to impose on all its commanders at sea the limitations recognised by the rules of International Law, upon which the Government of the United States has insisted throughout. For months since the Imperial Government on the 4th February, 1915, announced its submarine policy, now happily abandoned, the Government of the United States has been constantly guided and restrained by motives of friendship in patient efforts to settle amicably the critical questions arising from that policy.

"In accepting the Imperial Government's declaration of the abandonment of the policy which so seriously menaced the good relations of the two countries, the Government of the United States relies upon the scrupulous execution of the declaration of the Imperial Government that its altered policy is such as to remove the principal danger of the interruption of the good relations existing between the United States and Germany.

"The Government of the United States feels it necessary to state that it takes it for granted that Germany does not intend to imply that the maintenance of the newly-announced policy is in any way contingent upon the course or the result of diplomatic negotiations between the United States and any other belligerent, notwithstanding the fact that certain passages in the Imperial Government's Note of the 4th inst. are susceptible of that construction. In order, however, to avoid misunderstanding, the Government of the United States notifies the Imperial Government that it cannot for a moment entertain, much less discuss, the suggestion that the respect by the German Naval authorities for the rights of the citizens of the United States on the high seas should in any way, or in the slightest degree, be made contingent on the conduct of any other Government as affecting the rights of neutrals and non-combatants. The responsibility in such matters is single, not joint; absolute, not relative."

[THROUGH REUTER'S AGENCY.]

PRESIDENT WILSON'S REFUSAL TO MEDIATE.

ITS EFFECT ON GERMANY'S POLICY.

LONDON, May 9th.

The Rotterdam correspondent of the *Daily Telegraph* says authoritatively that it is thought if President Wilson declines the German request to mediate the new orders to the crews of submarines will be withdrawn, and the campaign of "frightfulness" will be resumed, with the object of making the United States an enemy. Then the German Government will be able to tell the people that it is unable to continue the struggle against the whole world.

It is believed that German conditions of peace are that they are prepared to abandon Belgium and Northern France, but are determined to hold Courland. They are now preparing an attack with the object of securing the whole Dvina line as the basis of negotiations. Another German offensive in the West is unlikely.

The shortage of food is the dominant factor in Germany's present desire for a favourable peace.

THE PRINCE OF WALES.

TOURS ITALIAN FRONT.

ROME, May 10th.

The Prince of Wales has paid a further visit to the front, being accompanied by King Victor Emmanuel. He motored through Cividale to the most advanced positions in Mid-Isonzo, and received an ovation. Later he met M. Salandra and General Cadorna and had an hour's most cordial conversation.

INTERMENT OF MUSLIM SOLDIERS.

LONDON, May 9th.

In the House of Commons Mr. Chamberlain said that interments of Mohammedan soldiers who had died at the Front were carried out by their fellows in accordance with their religious rituals. Careful records of all such burials were kept so that permanent headstones may be put up.

Crematoria for Hindus have been provided at the larger base hospitals.

ZILL-ES-SULTAN RECEIVED BY THE KING.

LONDON, May 9th.

H.M. the King received Zill-es-Sultan in audience at Buckingham Palace, and conferred the Knight Commandership of the Star of India upon his son, Prince Ismail.

SHACKLETON RELIEF EXPEDITION.

LONDON, May 10th.

The Admiralty is forming a Committee to relieve Sir Ernest Shackleton.

TROPICAL CURIOS DESTROYED BY FIRE.

LONDON, May 9th.

A museum of tropical curios has been destroyed by a fire at the residence of Mr. E. P. Gueritz, ex-Governor of British North Borneo.

THE HUMPHREY BISHOP COMPANY.

The audience at the Theatre Royal last night was again disappointing, but what the house lacked in numbers it fully atoned for in genuine enthusiasm. The talented artistes, individually and collectively, were seen to even better advantage than on the opening night, and created a deep impression.

The Company has secured the patronage of H.E. the Governor, who will probably attend the performance on Friday evening.

THE EDITOR'S SAUSAGE.

The editor of the *Munich Post* has felt the full rigour of war, even if he is not at the front, and he tells the story in his paper:—

A few days ago one of our representatives called at the sausage factory of the Court Purveyor Hossfeld to purchase half a pound of calf liver sausage. For this he was charged 5s.

Our representative thereupon called the dealer's attention to the fact that recently he had obtained liver sausage in another establishment at 3s 4d the pound. The reply was that he (the dealer) himself paid 3s 7d the pound for this sausage.

On our representative remarking that to charge 5s. for half a pound was nothing but an unscrupulous robbery, he was insulted and almost forcibly ejected from the shop.

The editor adds a few remarks appropriate to the occasion.

BULGARIA AND SALONIKA.

BARGAINING WITH GERMANY.

The special correspondent of the *New York World* at Bukharest writes:—

The Salonika question remains one of the mysteries of Bulgaria. The majority of those who have the fate of Bulgaria in their hands are willing to make further sacrifices, but only on condition that Salonika be guaranteed to the Bulgarians. This remains the cause of much reviling among the allied forces.

General Jekoff, the Bulgarian Commander-in-Chief, in an interview which was not allowed to be published by the Bulgarian censor, said:—

"We have conquered Macedonia, but as long as the English and French remain at Salonika our position is dangerous. We want to attack them before they get stronger, and besides, we are not sure what Greek policy will be and what the Rumanians will do in the spring. But the Germans are not willing to make an offensive against Salonika. They are satisfied now that communicatione between Berlin and Constantinople are open, and moreover they consider it to their interests to have as large English and French forces as possible at Salonika inactive. If they are driven from the Balkans they may go to another front, and the Germans fear they may land on the Asiatic shore and cut communications between Constantinople and Baghdad and Egypt. As for us, we are anxious that the Entente forces should be driven away, so that we may be free to watch the Rumanians."

THE VIENNA VISIT.

King Ferdinand, M. Tontcheff, the Minister of Finance, and a few others are for the Germans for ever, as their policy is to be in agreement with their masterly ally by all means, regardless of sacrifice, as they well know that their positions and even their skins depend on the success of the policy into which they have drawn their country. But there have been differences.

German secret service men were keeping watch on everybody, especially on foreigners and travellers, fearing that communications might be sent out, and that the Bulgarians might come to a secret understanding with the Entente Powers. I was the only foreign journalist at the time in Sofia, and I was subjected to strict surveillance. An officer, a member of the Staff educated in Germany and attached to the German General Staff at Sofia, was put on my trail. He came to my hotel; noon and night he was always at the table next to mine in the restaurant; and I met him often in the streets. He was always anxious to know when I was going to leave the country. I arranged an interview with the Minister of War, but the police prevented my seeing him at the appointed hour.

When King Ferdinand and prominent members of his Cabinet visited the German and Austrian Headquarters the reception accorded them in Germany and Vienna made the Bulgarians feel proud. Great preparations were made in Sofia for the return of King Ferdinand and his suite, and a triumphal arch was erected in front of the palace. Work was carried on night and day until it was completed, when Dr. Radoslavoff returned. To the surprise of everybody, after the return of the Prime Minister the arch was torn down in a night and the return of the King was postponed. Just what was said and what could not be agreed upon in Vienna is not yet known, but all in Sofia say that Dr. Radoslavoff came back thoroughly displeased and dissatisfied.

Those who are acquainted with conditions in Bulgaria declare that it is vain to expect that she will be able to shake off the German fetters and make a separate peace with the Allies. That will be possible only when a Russian army marches through Rumania and the army of General Sarrail invades Bulgaria from Salonika. Then the world will see how the Bulgarians will welcome their friends and liberators.

The Bulgarian Army is neither enthusiastic nor willing to fight against the Allies, and this is why public patriotism is being incited to reconquer the Dobrudja.

GERMAN ARROGANCE.

What the Germans will do is another matter. They are not liked by the mass of the people. As an officer put it. "The soldiers cannot bear German arrogance; they consider the Teutons inferior to themselves in bravery." A week ago in Sofia, in a restaurant, a German non-commissioned officer was killed by a Bulgarian officer. Those who were present told the writer that the German acted disrespectfully towards a Bulgarian girl dining at the restaurant. A Bulgarian officer recalled the German to his senses, and the latter, feeling himself insulted, slapped the Bulgarian in the face; he, in return, drew his sword and killed the German instantly.

Recently an officer's wife, who had had no news of her husband since the beginning of hostilities, went to the War Office and insisted on seeing the War Minister. She walked up to him and said:—

"General. We are in Bulgaria; stop using German oppression over us; we cannot stand any more."

Then she walked out without saying another word.

During the Serbian campaign some 30,000 Serbians, 1,200 French, and 800 English were taken prisoners. As I learned from a very reliable source, the conditions under which they live are absolutely terrible.

All of them are ill-fed, ill-clothed, exposed to cold and snow, covered with vermin and lice, half sick, half dying, and many of them who properly should be in hospital are employed on army work, and will later be forced to work on farms to take the place of the men under arms. Notwithstanding all the efforts of the American and Dutch Ministers to visit the prisoners, they have been refused up to date.

Two ladies, one of them the daughter of a former Bulgarian Prime Minister, recently visited the prisoners' camp at Philippopolis in the company of a gentleman who is my informant. What they saw there is indescribable. Huts made of wood and shingle are situated in the marshes, exposed to the cold, snow, and blizzards. On the damp earth they saw the Serbian prisoners lying half dead crying "Help, we are dying, we are dying!" The ladies wept, they were heart-broken—and they were Bulgarians.

The report that some English prisoners have been killed is not true. But when they were taken most of them were robbed of their shoes and clothing, as the Bulgarian soldiers were in need of them. The French and Serbian prisoners are treated worse than the English. But, so far as I can verify, there were no cases of cold-blooded murder. The present miserable condition of the prisoners is not due so much to Bulgarian cruelty as to the system that has been newly introduced into the country.

(Continued on next Column.)

GERMAN DECEIT.

REVELATIONS FROM PRISONER'S DIARY.

Karl Gartner, a feldwebel-lieutenant in the 243rd. Pomeranian Regiment, while on patrol duty on the night of March 14th, lost his way and strayed into a French trench near Vaux. Disarmed and taken to the rear, says *The Liberté*, he was forced to give up his pocket-book, which contained a long, unfinished letter, of which the following is a translation:—

My dear mother,—I shall confide these lines to Otto Bilsen, who is shortly to be sent to the depot to instruct the new recruits; so I shall speak all the more freely knowing that the postal authorities will not read my correspondence, for we are obliged to send our letters open.

February 21st.—Our front is being violently bombarded. We are in reserve and we shall not take part in the attack. We are being kept for the final assault on Verdun.

AWAITING TURN OF TIDE.

February 22nd, 23rd, 24th and 25th.—We are doing absolutely nothing, but the regiments near us have attacked and have suffered badly. It appears that they have seized Douaumont and Vaux, the two principal forts of Verdun. We hear a terrible cannonade, but we see nothing of the battle. We are held in reserve and shall march only when the tide of battle turns one way or the other. The chief of the battalion, whom I have just seen, tells me that we have achieved a great victory.

It appears that all Frenchmen are clamouring for peace. Poincaré has written to the Kaiser asking for clemency, but the Kaiser desires to end the war by a military success. When we have seized Verdun by force, there will be an armistice.

We must give up all hope of going to Paris, but we shall occupy Champagne and Bourgogne during the peace negotiations. You will be able to join me and live near me as if I were in barracks. All the officers of the regiment will send for their wives. We shall all be boarded and lodged at the homes of rich middle-class Frenchmen. No one will dare to say anything to a German woman, because we shall be there!

The weather is awful here. I almost regret our trench before Dvinsk (Karl Gartner came from the Russian front). There we had warm trenches, with enamel stoves, and alarms were rare. Our furs were taken from us when we came to France. I should be glad to have them here.

February 26th.—The battle is raging. We are still out of it. We have been informed of a great naval victory. I am a little deceived. I believed that we should enter Verdun on the 25th at the latest! We should have put up such a fight for the final assault!

February 29th.—We are still held in reserve and we have been given some French prisoners to look after. They refuse to reply to us, but look at us with inexpressible hatred. All that will pass after the war.

HEAR OF AWFUL LOSSES.

March 1st.—I have emerged from my hole to link up with the division. I have witnessed scenes of horror. Our losses are frightful, but they tell me the French losses are heavier. They have 200,000 killed. They cannot continue the struggle. Our dead are being sent off by rail. This evening we are going into the front line.

March 2nd.—It seems that our losses are still more terrible than I imagined. I have just met Ludwig Heller, my comrade of the 20th. He is in charge of the parties that pick up the dead and gives me the most horrible details of the scenes of carnage which have occurred before Douaumont and Vaux.

March 12th.—All that I wrote you, my dear mother, is false. We have been badly informed by the commanders. We are holding the conquered ground at the price of frightful losses and all hope of seizing Verdun must be abandoned. There has been no naval battle. Never again will I be so stupid. The war is going to last indefinitely and there will be neither victor nor vanquished.

You advise me to remain in the army after the war. Never shall I commit such a stupid act. I have carried out my duties as an officer since July 31st, 1914, and the second lieutenants, whose rank dates from yesterday, look at me with contempt because I am not of the same social rank as they. This title of feldwebel-lieutenant means a non-commissioned officer who is not worthy of being an officer. After the war there will be a re-arrangement of the staff and we shall be thrown out.

March 13th.—Yes, my dear mother, we are well fed. I received your letter of February 28th. I suffer when thinking of the privations which you must be inflicting on yourself. Do not send me any more packets. When will all this be finished?

The following day Karl Gartner was made prisoner.

GERMAN PAPERS.

EDITIONS FOR HOME AND FOREIGN CONSUMPTION.

A correspondent of the Petrograd *Riech*, who has passed some weeks in Germany, made up in Berlin a packet of newspapers which he despatched by post to an address in Bucharest. He was anxious to discover whether any newspapers would be stopped by the censor from going abroad, and for this reason he chose several socialist and other opposition papers, such as the *Berliner Tageblatt*. Later, on arriving at Bucharest, he found that the socialist papers had been removed, as well as some opposition pamphlets, and even one number of the *Berliner Tageblatt*.

This fact rather confirmed the rumour current in Russia that in the case of many papers two editions are printed, one for export and one for circulation in Germany. At the Berlin post office he learned that none of the latest technical or medical reviews might be exported, as it is not desirable that the enemy should profit by the latest scientific investigations in Germany.

The passenger service between Berlin and Dresden has been greatly curtailed, and every train running is full to overflowing. The restaurant carriage is instructive. The interior is covered with placards urging people to save in every way possible and to do without food in order that England's design of starving Germany may be frustrated. There are also printed warnings to beware of spies, and to be careful in conversation while in the restaurant carriage.

Once out of Berlin it is noticeable how many wounded are seen in public. In Berlin care is taken to remove the wounded as far as is possible, and people are urged not to wear mourning. Near the stations between Berlin and Dresden many new munitions factories have been built, with branch lines connecting them with the main railways. For this work Russian prisoners have been chiefly employed, which is a violation of all international agreements about prisoners of war. They are also to be seen in large numbers at work in the fields, or loading and unloading trucks.

REVIEWS.

The Mammoth. By STANLEY PORTAL HYATT, author of "Black Sheep," etc. T. Werner Laurie, Ltd., London.

This is a story of an entirely different character from many of its contemporary publications, refreshingly so. One thing that will recommend it to the average domestic circle is the absence of the eternal sex question—its purity of thought from beginning to end. There is sufficient plot to hold the interest of the reader. It is nicely developed, and the happy climax comes, as it should, in the last chapter. As the title suggests, the theme is written on a mine. "The Mammoth" is floated as a copper mine, of which metal it is almost innocent. It has a value, however, of which the promoters are equally innocent. By way of gaining public confidence, they send out a noted mining engineer to make a report. As John Seton had gained a reputation for uprightness and honesty, the nature of his report was a foregone conclusion amongst the promoters, consequently arrangements were made in advance to alter the telegram to their own liking. The plot succeeds, and the mine is floated. The shares sell rapidly, and with equal rapidity become valueless. Meanwhile the expert discovers a rich seam of gold in the mine and he determines, by the aid of this discovery, to wreak his vengeance on those who have so treacherously injured his reputation. There is a judicious amount of love-making nicely woven into the plot. There is one really bad man and one silly old woman. Some of the characters, who look like coming out of their parts badly, clear themselves in the end and leave the scene with untarnished reputations. When we close the book we are quite ready to read another by the same author.

Kit's Woman (A Cornish Idyll). By Mrs. HAVELOCK ELLIS. T. Werner Laurie, Ltd., London. 1/-.

This is a reprint of a book which, some time ago, caused no little sensation. It raises in a novel style an old problem of love and marriage rights. The circumstances with which it deals may arise, and probably have arisen but husbands such as the hero of this story who would rejoice, under any circumstances, in their wives' infidelity, are, it is to be hoped, rare. Kit Trenoweth, the hero, and the lover are the only men who figure in the story, with the exception of the "passon," who appears for a few brief moments. Trenoweth is introduced as an invalid, permanently crippled through an accident in a Cornish mine. The only occupation open to him is mending fishermen's nets. He has been married two years and no child has blessed the union. He loves his wife Janet with a devotion that is praiseworthy in itself, and she returns his love with an equally unselfish fidelity, but all the while the longing for motherhood and the censure that its non acquisition seems to bring upon her clouds her happiness, at least that is the idea with which the morbid Kit has become obsessed. The fact that this desire, under the present conditions, cannot be satisfied clouds his whole life. He broods over the matter till a solution presents itself to him. He does not suggest to his wife that she should adopt the course his morbid brain has devised; she thinks of this for herself, and then, repenting, confesses to her paralytic husband. What does he do? He rejoices. Think of it! More than that, he proposes that this other man should become a member of his domestic circle, to which suggestion, however, she does not consent.

The type of shell which is fired from the great German howitzers costs £1,200. Even the comparatively small field-guns are loaded with shells which each cost over £2 to produce. The German 8.4in. quick firing guns demand a shell which costs £51 and the Kaiser's fortress cannon fire a projectile valued at £300.

The cost of gun fire in the Royal Navy is very heavy, and a single discharge from a 13in. weapon costs at least £300. A battleship broadside means that £1,500 worth of ammunition has gone. In a sea fight, if the large guns on a Dreadnought only fire ten shots each and the smaller weapons discharge twenty-five shells, the cost of ammunition for one battleship during the engagement is £160,000.

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VOLUNTARY WORKERS.

ONE POINT OF VIEW.

[BY G. IVY SANDERS.]

"No one need be out of employment to-day!"

The voluble little man in the corner of the railway carriage gave fitting emphasis to this important statement, using a slightly louder tone than in the preceding part of the very audible conversation he had been steadily indulging in for the last ten minutes.

His companion was a good listener and merely nodded his acquiescence with a resigned smile. The speaker looked round the compartment, well satisfied that all ears were lent to his utterances.

"That remark," quietly challenged an elderly, grave-faced man in the opposite corner, "not only lacks originality and sanity but voices a fallacy!"

The pompous little man frowned. "I repeat that statement, sir," he announced. "While there is so much work to be done, with the country drained, as it is, of the flower of its manhood, every man and woman can find work! Why, I," he continued, "even I, who have never before done a stroke of work, and might remain comfortably at home, even I travel to town every morning by a ridiculously early train, toil all day in a stuffy Government office, over tedious, uninteresting work, spend the hours 'slogging' for a ludicrous sum—just enough to buy my cigars——"

"Precisely—and why"?

"Why—why indeed," he blustered, "because, my friend, thank Heaven I at least am not void of all patriotic feeling."

"You think your patriotism well directed?" queried the other.

"Of course, how could it be otherwise? Everyone must do his bit. There is work for *all*. And I am proud—yes, proud" (again he looked round to greet the silent applause), "to say I am doing my share."

"Granted your object is most worthy, I am inclined to think your love for your country might be better expressed by staying at home."

"It would be a sheer impossibility to me to lag behind in these days of need," he protested.

"Exactly. It would be an act of heroism on your part, I am sure; and yet, believe me, sir, at present, you are merely standing in the way of hundreds of others who wish to obtain a means of livelihood."

"No one need be out of employment to-day," he again protested.

"You're wrong, sir," was the answer. The passenger took out his watch, consulted it, then added, "We have some time before we reach the first stop—give me a chance to explain just how nationally unproductive this system of voluntary working is. My practice as a solicitor was well-nigh ruined—such is the fortune of war; and in that light I accepted the fact cheerfully, confident that there was plenty of work to be done. Hopefully I set out to find it, thinking to meet a decent means of living awaiting me in a hundred places. There *was* work, there were also eager people ready to do it, like yourself, for a pittance for nothing, clamouring to be allowed to do it, to ease their desire to help. They had the preference! *I* wanted a living wage—*you* were there to do the work for 'enough to buy your cigars.'

"For fifteen months," he continued, "I have searched vainly. There are plenty of openings for a man with an income; no one wants a poor, needy beggar like myself. Last week I was offered munition work at thirty-five shillings a week. Thirty-five shillings a week, sir! What is the use of that to me? What of my obligations? Am I to be relieved of those? No! There's the payment for my office; the lease of my little house with a rent of eighty pounds a year; my family to feed, clothe, educate——"

"I quite see your point," assented the little man, "but you will admit the Government *must* consider the amount of wages!"

"And how better could public money be spent than in paying a living wage in fair return for services rendered? Surely the provision for the deserving is a national duty! And," he added, "does the employment of voluntary, underpaid labour make for efficient economy? I doubt it. Organisation is essentially the keynote of success, and perfect organisation can only result from a keen discernment in choosing the right unit to complete a flawless whole.

"The good housewife knows how necessary it is that her kitchen should move with clockwork regularity. She chooses her servants carefully and superintends the daily duties as conscientiously as the general assumes command over his soldiers.

"Perfect control and machine-like precision are vital to successful output. To attain these with a voluntary staff is practically impossible, for it is but human nature for an unfettered soul to chafe and resent restraint, while there is naturally a fatal reluctance felt by those in command to enforce the requisite strict compliance with orders on voluntary workers. Continuity and reliability are fluctuating virtues in the breast of the free worker, for enthusiasm is only too quickly assailed by unfamiliar restrictions. It is unnatural to expect an efficient worker to emanate at once from a being who has always led a luxurious life. A justly paid staff will always prove its value."

The little man listened without interruption, while the other continued. "The amazing organisation of the enemy army is indeed their most powerful asset. How often we hear, in excuse for some slight loss to our forces, 'The Germans are so well organised, like a huge machine.'"

"It's a lesson worth noticing." The train stopped. "Thank you—will you shake hands? Good night." The train went on its way.

CHAPLIN BADGE OF COURAGE.

COMIC MOUSTACHE WORN BY OUR OFFICERS.

All the young British officers at the front wear a Charlie Chaplain moustache—that is the observation of a correspondent of the *New York Herald*, who has been on a visit to France.

"I used to laugh at the Charlie Chaplin moustache," he says. "I now look upon it as the red, brown, black, or blonde badge of courage." He mentions many little incidents to illustrate the coolness and courage which impressed him. "I saw scores of flying machines, including several battle biplanes, and had the unique experience of holding in my hands a 24 lb. bomb, but when a young lieutenant told me that, if it exploded, it would kill or maim everything within a radius of fifty yards, I restored his 'sweetheart' to him at once. I was amazed by the sangfroid of mere boys who, in an aeroplane carrying from 12 to 24 of these bombs, start daily and gaily forth from this aviation base over the enemy's lines into the jaws of death. All of the British aeroplanes are equipped with the latest type of machine guns, but the aviators prefer the Lewis, because it is capable of loosing 600, as against the German machine's 400, bullets each minute.

DEADLY "DARLINGS."

"When I saw a sergeant drive 50 bullets from the Lewis and Vickers types into a circle about the size of a silver dollar I was willing to believe that these 'darlings' of my Irish friend, many of which are so light that they can be fired from the shoulder, are really responsible for the pathetic colourless statements in official *communiqués* such as 'The enemy, who attempted to regain the position captured yesterday by us, was stopped by the fire of our machine-guns.'"

Describing the firing of a naval 6-inch gun, the correspondent writes: "With lightning-like rapidity the gun was unmasked, and after a study of the aeroplane map, which revealed the mark within the enemy's lines, the gun was loaded, and the squad stood at attention.

"Ready, sir," said the sergeant.

"The lieutenant stepped forward, and after a brief examination and several depressions of the piece to get the exact range, retired two paces to the rear, and barked out the order: 'Fire!' The noise made by the discharge of the shell was terrific—my ears buzzed for hours afterward—but the little lieutenant stood unruffled among his men.

"'Get the observer's report,' was his order. And through a field telegraph near by came the welcome news that the shot had scored a hit. Then I saw a British 9.2—a heavy, short-barrelled gun of semi-howitzer type—in action. The lieutenant here also wore one of the giddy Charlie Chaplins, and was as cool as if he had been to the wars for years. As a matter of fact, less than two years ago he was a junior clerk in a big London bank."

CORPORAL TO COMMANDER.

The correspondent mentions that the men of a glorious regiment lost so heavily during a famous fight that a boy who left Canada as a lance-corporal is now Lieut.-Colonel and Battalion Commander.

He was greatly impressed by the high spirits of the wounded.

"I saw two young soldiers who had reached the hospital with both legs smashed, now moving about slowly, without crutches, and were in such high spirits that one actually challenged the other to a foot-race. A German sergeant-major, "Fritz" he is called by all, who, though only 22 years of age, won the Iron Cross, is a patient as the result of arriving in a British trench at about the time a German minnenwerfer exploded there. Fritz, who is as tenderly cared for as if he were a Briton—this applies to the treatment of all German wounded prisoners—will probably regain the use of his legs soon, but naturally he is not anxious to leave a place where he is so well treated.

"I had a chat with a little beardless officer boy who, wounded in the head and with the sight of one eye gone for ever, warmed the hearts of everyone who looked upon him with what the song calls 'the sunshine of his smile.'

"'How do you feel, lieutenant?' I ventured.

"'Topping,' said the lad. 'The Boches got me in the head, and I suppose I will be a Johnny with one glass eye; but I can see England with the other, and when I'm fit again I want another chance at the Boches to get some of my own back.'

"I recommend the pessimists of Fleet-street, who have been demanding the heads of Lord Kitchener, Mr. Asquith, Sir Edward Grey, and Mr. Balfour, and shrieking that the Government must go (says the correspondent), to slip over to the British bases in France, study the organisation that has been evolved from almost nothing within twenty months, and I feel certain that thenceforth they will hold their peace until the war is won or ended."

FORTHCOMING EVENTS.

TO-NIGHT

8.15 p.m.—A Grand Concert at King's George's Hall.

9.15 p.m.—Concert by Humphrey Bishop and London Star Co., at the Theatre Royal.

TO-MORROW

12.30 p.m.—Chiua Fire Insurance Co., Ltd. Extraordinary General Meeting.

Monday, 15th May:—

3 p.m.—Auction of Crown Land at Public Works Dept.

Wednesday, 17th May:—

3 p.m.—Wm. Powell, Ltd., Meeting of Shareholders.

Friday, 19th May:—

Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.

12.10 p.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

Saturday, 20th May:—

Noon — Hongkong Electric Co., Ltd., Meeting of Shareholders.

Monday, 22nd May:—

11.30 a.m.—China-Borneo Co., Ltd., Meeting of Shareholders.

THE ALLIES' COMING BLOW.

ERZERUM AND VERDUN: WHAT THEY MEAN IN THE GREAT WAR.

[BY T. P. O'CONNOR, M.P.]

I have had the advantage of discussing the present situation with some representatives of our Allies, who are at present in England, and I am glad to be able to say that they take the same sanguine view as I do of the present position of the war. They agree with me in thinking that we have reached at last the beginning of the turning of the tide, and that, though slowly and with difficulty and even some reverses, the tide is definitely flowing in our favour. Two events stand out as marking this change; the first, the capture of Erzerum by the Russians, and the second the failure of the German attack on Verdun.

GERMANY'S DREAM OF THE EAST.

With the capture of Erzerum the Russians began the break-up of that movement between the Germans and the Turks against us in the Near East. That combination started with great promise and magnificent visions. As everybody who has studied pan-German literature knows, the Germans have for many years coquetted with the idea that they could have a great policy in the East, which would, at one and the same time, open up new possibilities for the expansions of German influence in the East, and threaten our hold over our Indian possessions. This was the underlying motive of the Bagdad Railway, and this account for the extraordinary pains Germany took for many years to make German influence predominant in Constantinople. It seems like a dream now, but, after all, it is not many months ago since the Germans and the Turks were talking of a great expedition which was to drive us out of Egypt. It is the measure of what Germans are pleased to call their culture that they gave their tacit consent, if not their open approval, to the massacre of three-quarters of a million of Armenians as part of this campaign against the Russians and against us.

HEAVY BLOWS FOR TURKS.

The fight between Russia and the Turco-German combination is not, of course, yet over, but the capture of Erzerum and Trebizond are heavy blows to Turkey, and already have had serious consequences. All the information that leaks through from Constantinople points to a growing fissure between the pro-German forces and our friends in the Turkish capital, and to the gradual diminution of the sinister influence of Enver Pasha and his fellow brigands and assassins, who have held down Turkey for some time past. The rumours of a movement for separate terms of peace by Turkey may not have as yet much foundation, but they are straws which show Turkey's power for mischief is coming to an end

ROUMANIA AND GREECE.

This, again, involves many other satisfactory results. I have little doubt as to the choice which Roumania will ultimately make, but we must not be too anxious or too fidgety. Roumania will not stir till the beginning of the great Russian advance secures her from a pounce by Germany, and perhaps the same disastrous lot as has fallen to Belgium, Serbia, and every other place where German brutality has been left to display its hideous possibilities. I regard the news from Greece as growing daily more satisfactory. Here, again, I would strongly counsel a spirit of self-confident patience. My friends in Greece—and as one of the oldest of the Philhellenes, I have many friends in Greece—and the Greeks who are outside Greece in various countries have always said to me that time must be allowed to do its work, and that time was on the side of the Greeks, who, following the lead of M. Venizelos, see no hope for Greece except in alliance with the Allied Powers. The enemies of M. Venizelos are daily losing their hold. Indeed, at this moment there are possibilities in Greece which may threaten the dynasty, and though he does not yet realise it, the best friends of the King are those who press upon him a national Greek policy, and stand between him and the disapproval of the overwhelming majority of his subjects against the support of his odious brother-in-law, the German Kaiser. M. Venizelos has at last broken the silence which he imposed upon himself for several months; he has given his support to a new organ, backed by large financial resources from those patriotic Greeks outside Greece, who set such an example to the Greeks in the Mother Country, and, in short, the campaign has started, and, I am inclined to believe, will not come to an end until Greece is on our side when the great movement in the East against Germany and Austria begins.

THE MEANING OF SALONICA.

Here let me just say a word in reply to some very foolish criticisms with regard to our expedition to Salonica. I regard our occupation of Salonica as, next to the capture of Erzerum, the most important factor in producing the great change in the Near East which everybody can see to-day. Without that expedition, our cause in the East would have been prejudiced, if not lost. Roumania might have gone; Greece might have gone from us; and if the armies these two Powers could put into the field had been added to the German, Austrian, Bulgarian, and Turkish forces, it is evident that with all her splendid forces, Russia might have found her task almost impossible. As it is, we may regard as probable that Russia will find these forces on our side which otherwise might have been against us, and I need not dwell on the difference this will make when at last Russia begins her steady, and I hope, overwhelming, descent on the decimated ranks of our enemies Without Salonica we might well be charged with treason and desertion by our Russian Allies.

INSIDE STORY OF VERDUN.

Now for Verdun. I have heard the whole inside story from a French friend, who, in turn, had heard it from some of the men who had taken part in the first days of the engagement. It is a story which impresses me the more one hears of it. Never, I am bold enough to declare, in all her long and glorious history has France shown her incomparable greatness of soul more conspicuously than in this fight. It began with many things against her. The Germans had been preparing this attack for months. They had brought up a gigantic force of the best troops left to them. They had brought up their biggest guns. They had, moreover, taken every step during these months of preparation which mechanical science could suggest. For instance, they had built light railroad after railroad so that their troops could be brought to almost any point in a few moments. Unfortunately, the French were not equally supplied with railways. And then came this extraordinary event—one of the most remarkable and one of the most astounding even in military history—the attack on Verdun was thrown back by the automobile. Fortunately for France, there was a gigantic supply of automobiles; and the splendid roads of France enabled the French commanders to utilize these machines to the utmost extent; so that, without railroads, the French troops could be brought up as rapidly and as easily on the automobiles as the German troops on their carefully prepared railway lines. And thus it was that the Germans threw themselves in vain, and at frightful loss, on the impregnable ramparts formed by the French machine-guns, and by the unconquerable French soldiers.

NO ROAD TO PARIS.

What did this tremendous victory by the French troops mean? It meant a good deal more than the repulse of a gigantic and well prepared attack; it meant that Germany cannot break through; it meant that Germany cannot get to Paris; it meant, above all, that Germany cannot break up a single one of the great armies which France has raised to defend her existence.

But it means a good deal more even than all this. What is the position of Germany at this moment? Every day brings nearer the hour when the overwhelming force of the enemies her arrogance and her bestial and savage cruelty have brought down on her head will begin their simultaneous movement upon her; Russia, Italy, France ourselves, the reconstituted Serb Army, possibly the armies of Roumania and Greece, will all be making their simultaneous advance in the spring, and though that advance may be interrupted here and there, it will go on and on until Germany is crushed. There was only one method of averting that oncoming disaster, and that was to anticipate it and by striking some tremendous blow at one of the Allies to make the advance impossible. If the army of France could be crushed, then it would have been more difficult for Russia and England and Italy to do their part in the work. What the Germans looked for, prepared for during long months, hoped confidently to achieve, was to give to France a knock-out blow such as the fathers of the present German generation were able to inflict at Sedan. And another Sedan might well have meant the partial paralysis at least of France when the spring advance is beginning. Apart from the effect of such a military disaster, there would have been very important results in the world of international politics. What would have been said in the Germanophile circles of Roumania or Greece but that the military staffs were right in saying—as some of them at least have said all along—that the armies of Germany were irresistible, and must conquer in the end. The doubting souls everywhere would have gone over to the enemy, and we might have had an entirely new crop of enemies to confront. I make a passing allusion also to the important fact that this gigantic attack on the armies of France was made to coincide with the new appeal to bankrupt Germany for their new loan. Thus, then, the more you survey the heroic fight at Verdun, the more you realise how true is the saying with which I began, that Verdun has proved to be one of the turning points in the war, that it marks the beginning of the turning of the tide, and that at last we see Germany reaching its realisation that though she is not yet beaten, her chance of victory has for ever disappeared.

PROOF OF DESPERATION.

Some proof of the desperation of spirit among the Germans is shown by their last savage outburst of piracy and murder on the high seas. There is no use in unpacking our hearts with words as to these atrocities. It is impossible to find the language which would express my feelings when a Canadian officer spoke to me the other day of the seven little coffins for murdered babies which he had seen the previous day at Ramsgate. It is impossible that such crimes can go unpunished; it is impossible that any nation which retains its love of liberty and its hatred of cruelty can look on these things unmoved. I do not abandon the hope that before this war is over Germany will stand with her back against the wall, and all the outraged, disgusted, and horrified world against her. But we must let other nations find out the best means of vindicating their national honour—that is for them to decide.

Finally, the great Conference which is sitting at Paris during this week must bring new hope to us all. It means that there shall in the future be absolute co-ordination not merely of political, but of military movement between the Allies. Thus, then, we make our advance together; together we shall pour down our hosts upon the demoralised and brutal enemy; together we must win. The best word for the hour is that uttered by my friend Willie Redmond—that gallant veteran of over fifty years of age, with whitening hair and with a frame always delicate, who has gone into the risks and hardships of the trenches. And that word is "Cheero."—*Reynolds.*

SIX NEW V.C.S.

CORPORAL'S AMAZING COURAGE.

2 HOURS' FIGHT WITH LEG BLOWN OFF.

The Victoria Cross has been awarded to the following. The most amazing act of courage was that of

Lance-Corporal (Acting-Corporal) William Richard Cotter, 6th East Kent Regiment.

When his right leg had been blown off at the knee and he had also been wounded in both arms he made his way, unaided, for fifty yards to a crater, steadied the men who were holding it, controlled their fire, issued orders, and altered the dispositions of his men to meet a fresh counter-attack by the enemy. For two hours he held his position and only allowed his wounds to be roughly dressed when the attack had quieted down. He could not be moved back for fourteen hours, and during all this time had a cheery word for all who passed him. His magnificent courage helped greatly to save a critical situation.

Captain Arthur Forbes Gordon Kilby, late 2nd South Staffordshire Regiment.

He was specially selected, at his own request and on account of the gallantry which he had previously displayed on many occasions, to attack with his company a strong enemy redoubt. The company charged along the narrow tow-path, headed by Captain Kilby, who, though wounded at the outset, led his men right up to the enemy wire under a devastating machine-gun fire and a shower of bombs. Here he was shot down, but, although his foot had been blown off, he continued to cheer on his men and to use a rifle. Missing since this great act, his death has to be presumed.

Captain Kilby, aged twenty-nine, was educated at Winchester. He was at Mons and in the early battles and was badly wounded at Ypres last winter. He was awarded the Military Cross.]

5058 Private William Young, 8th East Lancashire Regiment.

Seeing his sergeant wounded he left his trench to attend to him under very heavy fire. He refused cover, and both his jaws were shattered, but continued the rescue, and succeeded with the aid of another soldier. He then went unaided to the dressing station, where it was discovered that he had also been wounded by a bullet in the chest. The devotion to duty displayed by this soldier could hardly be surpassed.

Temporary Lieutenant Eric Archibald McNair, 9th Royal Sussex Regiment.

In the explosion of a mine he and many men were hoisted into the air. Many men were buried. Though much shaken he organised a machine-gun party to man the edge of the crater. The enemy were driven back, leaving many dead. Lieutenant McNair then ran back for reinforcements, and sent to another unit for bombs, ammunition, and tools to replace those buried. He went across the open under heavy fire and led up the reinforcements the same way.

3/10133 Sergeant Arthur Frederick Saunders, 9th Suffolk Regiment.

When his officer had been wounded he took charge of two machine guns and a few men. Although severely wounded in the thigh, he closely followed the last four charges of another battalion, and rendered every possible support. Later, when the remains of the battalion had been forced to retire, he stuck to a gun, continued to give clear orders, and by continuous firing covered the retirement.

No. 8655 Private Henry Kenny, 1st Battalion, Loyal North Lancashire Regiment.

Private Kenny went out six times on one day under a very heavy shell, rifle, and machine-gun fire, and each time brought in a wounded man from the open. He was wounded in the neck while handing the last man over the parapet.

CONSCIENCE MEN.

FATHER VAUGHAN ON PROBLEM OF THE DAY.

Father Bernard Vaughan has little patience with the so-called "Conscientious Objector." When asked by a Press representative what he thought of the abnormally tender consciences developed since the passing of the Military Service Act, Father Vaughan lifted up his hands, and exclaimed: "It is cant, humbug, hypocrisy, and flapdoodle."

"These characteristic weaknesses of humanity," he went on to say, "might receive indulgent pardon during peace time; but when the blast of war blows in our ears, there is no standing-room in our Empire for shirkers and slackers. For the son of Empire, with true conscientious objections to fighting, I can show patience even in war time; but for the man under our flag who puts up an erroneously tender conscience as an excuse for getting others to do his work, I have neither patience nor pity.

"Why don't those in authority stand straight up to creatures making such a 'holy show' of themselves and their country, and given them 'what for,' as my coster friends would call it?

"Their hand-me-down excuses remind me forcibly of the excuses made in a day long gone by when 'a certain man made a great supper and invited many.' The farmer could not come—he was needed on the land; the motor man of the period could not come, because he had to 'try out' his motor; while the married man could not come, because he was wanted at home for a softer job.

"All I know about that story told in the Gospel is that the Lord said to the servant: 'Go out into the highways and hedges and compel them to come in.' I think it is about time to drop talk and take up action on those lines. Rope them in and set them working at munition-making, stretcher-bearing, transport-work; and if these do not serve, why there are always hands wanted for trench-digging and even barbed-wire cutting.

"One thing certain is that there is no getting away from universal Conscription. If we do not rally to the flag of England to-day we shall, before we are much older, be forced to fight in close formation under the flag of Prussia. Let us fight and even die for our country rather than yield to any terms of peace to the tyrant who has dyed the map of Europe red with innocent blood."

MARRIED SOLDIERS.

THE COST IN INFANT LIFE.

[BY LUCY E. ASHBY, ROYAL BRITISH NURSES ASSOCIATION.]

Soon after the married men have been called up there will be an increase in the death-rate among infants. Doctors will do their best, but the children will die. Others will lack the natural stamina which they would have possessed had their fathers been at home, and will begin Life's race heavily handicapped.

It is the way of war; the parent's trials must be shared by his offspring. And, in the presence of this grim law of nature, in face of a fact as tragic as it is indisputable, I am surprised that those who understood this subject best have not protested against the summoning of husbands to the ranks while hundreds of thousands of single men are safe in munition works, starred trades, Government offices and reserved occupations. Already the war has levied a terrible toll on British cradles; let us pause before taking a step that will increase it. There is a thousand times more in this question of attested married men going before the bachelors than many of us realise.

It was often brought home vividly to me while nursing in a maternity hospital in France soon after the outbreak of war. Nearly all the mothers were wives of French or Belgian soldiers who were fighting at the front. The babies were mostly average babies at birth, but despite every care they did not progress favourably. The minds of the mothers were tortured by doubts, and anxieties, and fears, with the natural result that their nursing of the infants was gravely impaired. It could not, of course, be otherwise; the physical inability of the women to nourish their children was the direct effect of a mental anguish caused by the war.

THE PATHETIC SCALES.

Once a week the mites were weighed. And the scales would tell us some of the saddest stories of the Hun invasion.

"Pierre is much below last week's figure," a colleague would remark.

"Well," another nurse would say, "you can't wonder, poor little chap. She (his mother) hasn't had a letter for a fortnight."

The mother was starved of news of her soldier husband; the child was being starved of his natural food. We wondered whether it would be best to wean him or wait a little longer for his father's letter. Poor little Pierre! Only a few weeks old and a victim of Prussian savagery. I kissed him and thought of the possible fate of the babies of Britain.

There was a tiny morsel we called Marcelle whose brave father was lying wounded in a neighbouring hospital. One day we heard that his condition was very serious. A few days later Marcelle was weighed.

"She's down again," I said.

"Feared she would be," matron remarked. "The father's dying, I believe."

He was. That afternoon we carried his wife and child across to the military hospital for the last good-bye. The soldier died in the night, while the distracted mother raved and Marcelle cried with hunger and compelled us to wean her—to take her away from her parent's breast in order to save her life. War! Her fluty cry was drowned in the roaring of great guns. Behind a screen at the opposite end of the ward life was being given; a few miles beyond the ward door life was being taken away. And science was playing a leading part in both drama and tragedy. Overhead a French airman scoured the skies for Taubes that carried bombs for children as well as for their fathers.

A WOMAN'S FACTS.

In the ward kitchen close by a nurse was trying to pacify little Jeanne, aged seven days. Baby had been taken from the mother in order to give the woman a chance to sleep.

"Jeanne's hungry," said matron. (She was making her final round and giving instructions to the night nurse.) "You had better give her bottle feeds during the night."

"But Mme. B—— was able to feed Jeanne last night," nurse observed.

"Yes, I know. But she heard this morning that her husband had been killed."

Nurse nodded. She understood.

If only the British Government understood! If only Lord Derby understood! If only we would look a little way ahead and see Great Britain's husbands in the trenches while a million or so single men are allowed to remain in safety at home! If only we would visualise thousands of British mothers unable to feed their newly-born babies, thousands of British infants—our defenders of to-morrow—denied the sustenance which is every child's due! If only we would look a little farther and see these children growing up unhealthy, weakly, fretful, candidates for the "medically unfit" certificates of the future!

I am not here concerned with many of the reasons put forward in support of "single men first"; other people understand these things much better than I, and I am a woman, and some subjects we women should leave alone. But I *am* concerned with facts which women understand much better than men. I know that, in the interests of the nation, the married men ought not to go until it is absolutely necessary. I know, too, that whenever they go, be it early or late, we shall have in these homes of ours replicas of the saddening scenes and incidents which I took part in while nursing the wives and babies of our gallant Allies.

ATTENTION TO HUMANITY.

A British maternity unit has just left this country for Russia. In the list of necessities taken out I noticed the mention of a large number of feeding-bottles.

"That seems strange," a friend remarked to me. "You would hardly have expected British midwives, of all women in the world, to have included feeding-bottles in their professional outfit. One

(*Continued on next Column.*)

would have imagined that they would give bottles a wide berth and impress upon the Russian mothers the importance of *natural* feeding."

I reminded her that war meant grief, that while the menfolk fought and fell their women worked and wept, that the terrifying anxieties inseparable from this gigantic conflict played havoc with the mothers' natural functions and forced doctors and midwives to have recourse to the artificial aids which in ordinary times they would never dream of employing. I admitted that the results in many cases might be disastrous, that many children would probably sicken and die. But war is war; it breaks the hearts of those who wait as well as the bodies of those who fight. And a mother whose heart is breaking cannot give her babe the nourishment he requires. We must use the lesser of two evils; better a little nourishment from the bottle than none at all from a grief-stricken mother. If our married men are to go to the front our glass-blowers had better get busy making bottles.

Tribunals ought to be instructed to give special consideration to the appeals of husbands of expectant mothers. These are the men who should be put back into later groups. These are the women whose services to the nation should be recognised, for the very grave reason that never in our history was the care of child life more important than it is to-day. Take the husbands away from these women and I tremble to think what the effects might be. Humanity demands that official attention be given to the matter at once. Better than exemption would be the passage of a Bill in Parliament excusing fathers from service until their children are at least six months old. This is a mother's as well as a father's war.

MANY MILES OF GRAVES.

STRANGE FACTS FROM THE GALICIAN BATTLEFIELDS.

An article from the Austrian War Press headquarters reads as follows:—

Lemberg and Przemysl—how long it seems since our thoughts were concentrated on those two Galician towns! In reality it is but a few short months. To ride from Lemberg to Przemysl to-day is to ride through one huge vast churchyard. Wherever you look you see graves. There they are in long rows by the railway—graves of the men who defended the railway line. There they lie in groups in the wilderness! On some are transfixed the small grey cap or German helmet, already rotting. On others the rough wooden crosses are sinking into the ground as though they knew the plough would soon be there. Sometimes you see huge graves from which many coloured regimental flags wave vigorously above the pitiful landscape. It is almost as if some one were laughing in the grave below. The only break in this terrible churchyard is formed by some blackened tumbled ground once a village. Such is the country over which the fury of war has three times raged. Only the cities have been spared and have recuperated with a speed which would seem almost impossible. Lemberg is as gay as ever and as busy as ever, and Przemysl is once more the peaceful provincial town of peace days. The streets are clean, the hotels are adequate and the shop-windows are full.

PROSCENIUM OF THE WAR.

I stood gazing into the well-filled windows of a confectioner. And the thought came to me "What was this window like a year ago?" A year ago horse-fillet was the best that riches could buy, and only very occasionally a countryman crept into the town to sell a chicken for which ten dollars were gladly given. Winter clothes were not to be had then, and rich men did not hesitate to walk the streets draped in some cast-off lady's mantle.

In this war forts have fallen like nine pins. To Przemysl alone has fallen the honour of a long siege. To the garrison fell hardships which the Siege of Paris did not know. In the dead of winter there was not a window in the town and no glass could be had. The bombs of Russian aviators had broken them all. Horses were fed on wood-pulp soaked in sweetened water. Some of the animals throve on it, others lay down to die.

In the Café Stieber you can listen for hours to such details as these. Do not think the house of Stieber is any ordinary café. Its history is the history of Przemysl. Long before Przemysl was first threatened this café was the great proscenium of the war. The battle of Lemberg, the battle of Grodek and a hundred other battles, fights and skirmishes took place within hearing. Almost the whole Austro-Hungarian army passed the windows of the café on their way east to fight the Russians. And later during the first and second sieges Café Stieber was the centre of this town. No one wanted to stay at home with his own dismal thoughts, guests could not be received, gas there was none and petroleum must be used sparingly. The best thing to do therefore was to stick your two lumps of sugar in your pocket and grope through the streets to Café Stieber.

NOVEL WAR BULLETINS.

And then there was always something to read there. In the beginning there was even from time to time a real newspaper brought by an aviator. Later there was only the war-bulletin, which was slowly reduced from ordinary white paper to the backs of paper-bags and finally to the backs of menu cards. Last of all, there was only one copy and that was on view in Café Stieber. In the last weeks of the siege any bit of paper in the street was eagerly picked up and used as a cigarette paper. Nor was tobacco any too plentiful. In February, 1915, 50 dollars were offered for 100 cigarettes of poor quality. The offer was refused with contempt. And if you had tobacco or cigarettes you could not smoke them where you would. For that you had to go to Café Stieber. There a huge log fire burned night and day, for of wood there was plenty but matches were precious indeed. The soldiers in the trenches got two matches a day per five men.

ECHO OF THE "EMDEN."

BRITISH CAPTAIN'S CLAIM FOR SALVAGE.

A dramatic story of the sea was told in the Admiralty Court before Sir Samuel Evans.

It dealt with the recapture by H.M.S. *Yarmouth* of a vessel which had been seized by the *Emden*, whose prize crew locked the captain in his cabin, threatened the crew with revolvers, and posted notices promising death, not only for resistance, but for every neglect of orders issued by the officer of the prize crew.

Mr. Laing, K.C., said the action was the first ever heard for remuneration for prize salvage and recapture. The claim was brought by Captain Henry Lake Cochrane and the crew of H.M.S. *Yarmouth*, a light cruiser, displacing 5,230 tons, and carrying eight 6in. and four 3-pounder guns, and complement of 293 officers and men, against the owners of the Greek steamer *Pontoporos*, 4,049 tons gross, which was captured by the *Emden* in the Bay of Bengal on October 10th, 1914, while carrying coals consigned by British merchants at Calcutta to British merchants at Karachi.

The *Emden*, having captured the vessel, proceeded to coal herself from it, taking a thousand tons, and giving the crew, in order to secure their assistance in loading, lavish promises of an early return to the bosoms of their families and 500 dollars.

SENT TO THE BOTTOM.

She was found by the *Yarmouth* lashed alongside the German steamer *Markomannia*, a supply ship to the *Emden*. The *Markomannia* at once cast off, and made full speed for the three mile limit off the coast of Sumatra; but a shot across her bows from the *Yarmouth* promptly brought her to. She was captured, boarded, and when her captain and crew had been taken off, sent to the bottom. On board the *Pontoporos* the *Yarmouth's* captain found Sub-lieutenant Mayer of the German navy and a prize crew from the *Emden*. These were all made prisoners of war, and removed to the *Yarmouth*, the German officers threw overboard cyphers, confidential documents of their own, and their crew's arms.

The claim on behalf of the *Yarmouth*, said Mr. Laing, was that the *Pontoporos* was saved from certain destruction by the *Emden*. Her value was given in the pleadings as £20,000, and that of her cargo as £5,000. She had been the subject of prize court proceedings at Singapore, having been handed over to a French cruiser for convoy to Penang. The Crown there asked for condemnation of the ship and cargo, under suspicion that she was in league with the *Emden*; but the captain of the *Pontoporos* cleared himself, and the Prize Court ordered the vessel's release. The Crown, however, decided to appeal, but eventually the Admiralty instead gave Captain Cochrane leave to bring this action.

BRUTAL TREATMENT.

The master of the *Pontoporos* told the Prize Court that he suffered great oppression and annoyance by the brutal treatment of the Germans, who threatened the exasperated crew with death, and created a terrible state of affairs for a week. The *Emden* took away the engineer, who was the only Briton on board, and while the *Pontoporos* was with her, the *Emden* sank eight British vessels with their cargoes.

Captain Cochrane, in his evidence, said he hung about for some time after he captured the *Pontoporos*, looking for the *Emden*; but she kept out of his way, and was not accounted for and driven ashore till the third week in November.

Captain Cochrane admitted in cross-examination by Mr. Dawson Miller, K.C., that he had never heard of the *Emden* sinking a neutral ship.

Mr. Miller.—The record of the master of the *Emden* was one of humanity to wards all the people he came across.

Captain Cochrane (smiling).—I am sure I don't know as to that.

Mr. Dawson Miller, for the defence, urged that the *Pontoporos* had been promised release by the *Emden* in a few days as a neutral engaged in lawful trade. As to her cargo, one-eighth value had already been deducted by the prize court at Singapore for salvage. The affidavit of value was sworn at £46,000.

Answering the contention for the *Pontoporos* that the Germans would have spared her, Mr. Laing cited the cases of the condemnation by German prize courts of seven or eight neutral vessels, half-a-dozen Danish, and one Dutch. According to German prize law, the *Pontoporos* was doomed to capture; her cargo of coal was German contraband.

In the course of his judgment his lordship said this was the first case in which proceedings for prize salvage had been taken, and Captain Cochrane brought them by permission of the Lords Commissioners of the Admiralty. By the law of nations it had not been the rule to claim salvage in the case of a recaptured neutral vessel on the principle that the liberation of the ship was no beneficial service to the neutral, inasmuch as the enemy captor would by the laws of his own country in the ordinary way restore the neutral after due interval. To this rule, however, there had been exceptions. There were exceptions where the ship was liable to be confiscated by the enemy, either rightly or wrongly. The special circumstances of any particular case might create an exception. Here the prize crew from the *Emden* came on board carrying revolvers and bringing half a dozen cases of cartridges, and other explosives. The *Emden*, while the *Pontoporos* was with her, sank many British steamers, and the captain of the *Pontoporos* said he suffered while they were aboard imprisonment, oppression, brutal treatment by the Germans, and daily rioting among his crew because of the running out of the rations dealt them by the Germans. This terrible state of affairs, said the captain, continued until the arrival of the *Yarmouth*. The *Pontoporos* was with the *Emden* for five weeks, and for twelve days the captain was confined to his cabin, while his crew were threatened, bribed, and cajoled into helping to coal the *Emden* from her cargo on board. The Court declined to believe that any promise made

(*Continued on next Column.*)

from the *Emden* to restore the *Pontoporos* to her owners was ever intended to be kept. The ship in all probability would have been sunk. As to her risk, his lordship thought the Germans never intended to send the *Pontoporos* to a Prize Court to decide whether she should be condemned. Enough had come to the knowledge of the Court to make him conclude that the chances of the owners having their vessel restored to them by the Germans was very remote. This was more than indicated by article 113 of the German Prize Code. Captain Cochrane saved the *Pontoporos* for her owners from condemnation in any prize proceedings, and from the almost certain risk of destruction, if she were dealt with upon the high seas without the opportunity of placing the case before a judicial tribunal. On strictly legal grounds as well as in equity his lordship awarded Captain Cochrane and his crew £7,333, one-sixth the value of the vessel he had salved.

SHIPPING IN PORT

STEAMERS.

ARAKAN, Dutch str., 3,205, S. van Ronkel, 8th May—Manila 5th May, General. Java-China-Japan Lijn.

CHEONGCHING, British str., 1,269, Liddell, 3rd May—Saigon 29th April, Rice.—Jardine, Matheson & Co.

CHEFOO, Chinese str., 648, Sinclair, 30th April—Saigon 26th April, Rice.—Thoresen & Co.

CHIYUEN, Chinese str., 1,177, Ross, 24th April—Shanghai 19th April, General.—Order.

CHINKIANG, British str., 1,200, Ainslie, 22nd April—Hongay 20th April, Coal.—Butterfield & Swire.

CHUSAN, British str., 1,221, Robertson, 8th May—Bangkok 29th April, Rice. Butterfield & Swire.

ECRIVAINS, British str., 2,053, Owen, 8th May—New York 2nd March, General.—Butterfield & Swire.

FAUSANG, British str., 1,410, H. S. Malkin, 6th May—Saigon 2nd May, Rice. —Jardine, Matheson & Co.

GLENOGLE, British str., 3,499, Wm. McGhie, 8th May—Singapore 3rd May, General.—Order.

HALVARD, Norwegian str., 1,666, C. Bilk, 7th May—Saigon 2nd May, Rice.—Thoresen & Co.

HAKUTO MARU, Japanese str., 2,261, N. Sudzuki, 22nd April—Balik Papan 12th April, General.—Dodwell & Co.

HANGCHOW, British str., 909, ——, 6th May—Chingwantao 30th May, Coal. —Butterfield & Swire.

HOPSANG, British str., 1,359, C. A. Robertson, 6th May—Bangkok 28th April, General.—Jardine, Matheson & Co.

KACHIDATE MARU, Japanese str., 1,975, C. Muranaka, 1st May—Miike 26th April, Coal.—Mitsui Bussan Kaisha.

KAIPING, British str., 1,605, R. Macfarlane, 26th April—Chingwantao 19th April, Coal.—Dodwell & Co.

KAMAKURA MARU, Japanese str., 3,644, T. Kusano, 8th May—Shanghai 4th May, General.—Nippon Yusen Kaisha.

KALGAN, British str., 1,137, Baker, 25th April—Wuhu 20th April, Rice.—Butterfield & Swire.

KANCHOW, British str., 1,222, Rees, Lewis, 26th April—Bangkok 18th April, Rice. —Butterfield & Swire.

KAMOR, Norwegian str., 907, S. Talk Muvs, 19th April—Saigon 14th April, Rice.—Order.

KISSHO MARU, Japanese str., 1,889, Kubota, 29th April—Miike 23rd April, Coal.—Mitsui Bussan Kaisha.

KNIGHT OF THE THISTLE, British str., 4,286, Baker, 2nd May—New York 22nd February, Machinery. — Butterfield & Swire.

KWEILIN, British str., 1,073, McGarity, 2nd May—Wuhu 27th April, Rice.—Butterfield & Swire.

KUMSANG, British str., 2,037, F. Wheeler, 6th May—Calcutta via Singapore 22nd April, General.—Jardine, Matheson & Co.

LAWUE, Chinese str., 602, T. Imamoto, 24th April—Singapore 17th April.—Order.

MANAPOURI, British str., 1,288, Jamieson, 30th April—Saigon 26th April, Rice —Order.

NANYO MARU, Japanese str., 1,918, K. Taganashi, 26th April—Moji 19th April, Coal.—Mitsui Bussan Kaisha.

NIPPON MARU, Japanese str., 2,065, H. Nagano, 9th May—San Francisco 8th April, General.—Toyo Kisen Kaisha.

OTTAWA MARU, Japanese str., 877, N. Hayode, 3rd May—Keelung 1st May, Coal.—Osaka Shosen Kaisha.

QUARTA, British str., 1,179, Trowbridge, 7th May—Bangkok 6th May, Rice and General.—Butterfield & Swire.

RENKO MARU, Japanese str., 2,455, K. Sato, 2nd May—Chingwantao 25th April, Coal.—Dodwell & Co.

SUYO MARU, Japanese str., 4,771, T. Ota, 6th May—Moji 1st May, Coal and General.—Toyo Kisen Kaisha.

TYUAN, British str., 1,590, D. W. Grierson, 30th April—Australia 31st March, General.—Butterfield & Swire.

TJITAROEM, Dutch str., 8,500, Sckolben, 6th May—Saigon 2nd May, General—Java-China-Japan Line.

TONGLEE, Chinese str., 882, M. Honda, 22nd April—Bangkok 14th April, Rice General.—Order.

WEATHER REPORT.

On the 10th at 11.12 a.m.—A depression lies to the east of Hokkaido and a feeble anti-cyclone extends from the Bonins to the east of China.

Pressure has decreased slightly in all districts except over N. Japan, where it has increased considerably.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	E. or variable winds, moderate to light; fair.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Haikan.	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

10TH MAY, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 "	29.69	—	—	N	1	—
Hakodate	"	29.60	—	—	—	0	—
Tokio	"	29.79	—	—	NNW	1	—
Kochi	"	29.89	—	—	W&W	1	—
Nagasaki	"	29.97	—	—	—	0	—
Kagoshima	"	30.00	—	—	WNW	1	—
Oshima	"	30.01	—	—	SSE	1	—
Naha	"	30.03	—	—	—	1	—
Ishi'jima	"	29.99	—	—	S	0	—
Bonin Is.	"	29.99	—	—	—	0	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	29.88	56	60	SSE	4	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.92	63	60	SE	1	r
Gutzlaff	"	29.91	77	100	SE	2	o
Sharp Peak	"	30.01	69	5	—	0	b
Amoy	9 a.	29.91	71	—	S	2	b
Swatow	6 a.	—	—	—	—	—	—
Taiboku	5 a.	29.93	70	94	S	2	b
Taichu	"	29.93	70	—	—	0	b
Tainan	"	29.92	73	—	—	0	b
Kushun	"	29.92	75	—	ENE	2	b
Pescadores	"	—	—	—	—	—	—
Canton	6 a.	29.93	74	95	S	1	o
Hongkong	"	29.91	75	89	E	2	o
Gap Rock	"	29.90	—	—	E	3	o
Macao	"	29.9	75	89	E	2	o
Wuchow	9 a.	—	—	—	—	—	—
Mothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	6 a.	29.89	75	94	SE	2	b
Touraine	"	29.86	77	—	SSW	2	b
Cape St. James	"	—	—	—	—	—	—
Aparri	"	29.86	73	21	S	2	b
Dagupan	"	29.79	75	79	SSE	1	b
Manila	"	29.81	73	92	NE	1	b
Legaspi	"	29.81	81	20	NNE	1	b
Tacloban	"	29.82	76	98	—	0	o
Cebu	"	29.81	77	91	W	1	b
Surigao	"	—	—	—	—	—	—
Jaluit	"	29.79	78	84	SW	6	o

RADIO-TELEGRAMS.

*Tjisondari ... 6 a. 29.88 81 — ENE 2 b

* Lat. 19.07 N. Long. 112.35 E.

T. F. CLAXSON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 10th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.99	29.96	29.92
Temperature	79	75	81
Humidity	69	89	72
Wind Direction	East	East	East
" Force	3	2	3
Weather	c	c	c
Rain		—	—

Highest open-air Temperature on 9th ... 79

Lowest open-air Temperature on 9th ... 73

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Hongkong, 28th April, 1916. [623

SHIPPING

ARRIVALS.

GLENFALLOCH, British str., 1,400, Mckenzie,—15th May—Singapore 4th May, General.—Order.

HAITAN, British str., 1,180, J. S. Thomson,—10th May—Foochow 7th May, General.—Douglas Lapraik & Co.

KAIGO MARU, Japanese str., 1,126, K. Murakami, 10th May—Swatow 9th May, General.—Osaka Shosen Kaisha.

LAISANG, British str., 2,224, F. Mooney, 10th May—Calcutta 22nd April, General.—Jardine, Matheson & Co.

SHANGHAI, Chinese str., 270, J. Hudson, 9th May—Shanghai 29th April.—Order.

SINGKIANG, British str., 987, J. Robinson, 9th May—Pakhoi 8th May, General.—Butterfield & Swire.

TAGA MARU, Japanese str., 1,497, Nsui, 9th May—Wakamatsu 2nd May, Coal.—Mitsui Bussan Kaisha.

TAISHUN, Chinese str., 1,216, C. A. Westerlund, 10th May—Shanghai 5th May, General.—Order.

TAKSANG, British str., 977, Matthews, 9th May—Haiphong 5th May, General.—Jardine, Matheson & Co.

TEUCER, British str., 5,630, Yarwood, 10th May—Miike 7th May, General.—Butterfield & Swire.

WAISHING, British str., 1,192, M. Picknell, 9th May—Hongay 6th May, Coal.—Jardine, Matheson & Co.

YEDDO, Swedish str., 2,461, J. M. Renstrom, 9th May—Shanghai 6th May, General.—Order.

DEPARTURES.

May 10th.

GLENOGLE, British str., for Amoy.

HAICHING, British str., for Swatow.

KAHE, Chinese str., for Saigon.

KUNGPING, British str., for Hongay.

SHAWSHING, British str., for Dairen.

SHINKOKU MARU, Jap. str., for Singapore.

SOSHU MARU, Jap. str., for Swatow.

SUISANG, British str., for Karatsu.

SUYEHIRO MARU, Jap. str., for Keelung.

NOVARA, British str., for Shanghai.

YATSHING, British str., for Singapore.

PASSENGERS.

ARRIVED.

Per *Taishun*, from Shanghai, for Hongkong, Mr. H. B. Joseph and Rev. F. R. Lucas.

Per *Haitan*, from Foochow, etc., for Hongkong, Mr. and Mrs. Dale, Mr. and Mrs. Manning, Mr. and Mrs. Sutherlands, Messrs. J. L. Cunningham, F. E. McHugh, J. W. Galvin, Ford, and Mrs. W. G. Lay.

Per *Laisang*, from Calcutta, etc., for Hongkong, Mr. and Mrs. Lansen, Mr. and Mrs. Pritchard, Mrs. Thompson and 3 children, Miss Holmes, Miss Day, Mr. and Mrs. Pinner and child, Mr. Edwards, and Mr. Peck.

VESSELS EXPECTED.

CANADIAN MAILS.

The str. *Empress of Russia* arrived at Manila on Tuesday, the 9th instant, a.m., left Manila on Wednesday, the 10th instant, a.m., and is due to arrive here to-day, at 4 p.m.

The str. *Monteagle* left Yokohama on Tuesday, the 9th instant, p.m.

The str. *Empress of Asia* arrived at Vancouver on Saturday, the 6th instant, p.m., leaves Vancouver on Thursday, the 13th instant, and is due to arrive here on Wednesday, the 7th June.

ROYAL MAIL S. P. CO.

Carmarthenshire, from England, is due in Hongkong end of May.

MERCHANT STEAMERS.

The str. *Benledi*, from Middlesbro'-and London, left Singapore for this port on 9th instant, and may be expected to arrive here to-day.

The str. *Kenkon Maru* is expected here from New York on 16th inst.

The str. *Shirala* left Calcutta on the 7th instant, and may be expected here on or about the 23rd instant.

HONGKONG TIDE TABLE.

From 11th to 17th May, 1916.

Days of Week	Days of Month	High Water H'kong Mean Time	Height	Low Water H'kong Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	11	Noon.	5 4	11 34 a	2 0
Fri.	12	m 6 24	4 6	p 11 30	4 0
Satur.	13	4 55 a	5 3		
Sun.	14	m 6 26	5 0	m 10 3	2 1
Mon.	15	6 10	5 3	0 32 a	3 3
Tues.	16	m 6 42	5 6	a 0 45	2 2
Wed.	17	m 7 9 a	5 2	1 32 a	2 5
		m 7 37	5 2	m 1 16	2 4
		8 3 a	5 2	2 8 a	1 8
		m 7 41	6 2	m 1 46	2 5
		8 56 a	6 0	2 55 a	1 1
		m 8 15	7 4	m 2 15	2 7
		9 50 a	4 8	3 38 a	0 5

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	NO. FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 13th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	—		THE BANK LINE, LIMITED	On 4th June.
GENOA & LONDON	GLENIFFER	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	On 22nd inst.
MARSEILLES VIA PORTS	PORTHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	JESSMIC	Brit. str.	—	R. White	THE BANK LINE, LIMITED	About 5th June.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	KAMAKURA MARU	Jap. str.	—	T. Kusuno	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 26th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHINYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 16th inst., at Noon.
SAN FARNCISCO VIA NAGASAKI	ARAKAN	Dut. str.	—		JAVA-CHINA-JAPAN LINE	To-morrow.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 16th inst., at 10.30 A.M.
SAN FRANCISCO	CACIQUE	Am. str.	—		CHINA MAIL S.S. Co., LTD.	About 20th inst.
SAN FRANCISCO	FLORIDIAN	Am. str.	—		DODWELL & Co., LTD.	About 30th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 31st inst., at Noon.
SAN FARNCISCO VIA S'HAI, NAGASAKI & HONOLULU	CHINA	Am. str.	—		CHINA MAIL S.S. Co. LTD.	On 23rd June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th June.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hailey	CANADIAN PACIFIC O. S. LD.	On 28th June.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 16th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	D. W. Grierson	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pilsher	GIBB, LIVINGSTON & Co.	On 2nd June, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str	—	Takano	NIPPON YUSEN KAISHA	On 13th inst., at 10 A.M.
WEIHAIWEI & TIENTSIN	FENGTIEN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day at 10 A.M.
JAPAN	TJILIWONG	Dut. str	—		JAVA-CHINA-JAPAN LINE	On 17th inst.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 13th inst., at D'light.
MOJI & KOBE	YETOROFU MARU	Jap. str.	—	K. Ogura	NIPPON YUSEN KAISHA	On 20th inst.
KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	K. Higo	NIPPON YUSEN KAISHA	On 13th inst.
KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 16th inst., at D'light.
SHANGHAI	TSITAROMM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	ANDRE LEBON	Fren. str	—		MESSAGERIES MARITIMES	About 17th inst.
SHANGHAI & KOBE	KATORI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str	—	S. Barcham	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 3rd June.
TAMSUI & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 14th inst., at Noon.
SWATOW & BANGKOK	QUARTA	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW & SINGAPORE	CHUSAN	Brit. str.	—	Robertson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit str.	2 h.	J. P. Thomson	DOUGLAS LAPRAIK & Co.	To-morrow, at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAIHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 16th inst., at 2 P.M.
MANILA	YUENSANG	Brit. str.	—	W. Mesney	JARDINE, MATHESON & Co., LD.	On 18th inst., at 3 P.M.
MANILA, EBUC & ILOILO	CHINSHUA	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LD.	On 20th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	RANGOON MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 22nd inst.
SINGAPORE & PENANG	KWONGSANG	Brit str.	—	W. Bickard	JARDINE, MATHESON & Co., LD.	To-morrow, at at 3 P.M.
PATAVIA, CHERIBON, SAMARANG, &c.	TSIPANAS	Dut str.	—		JAVA-CHINA-JAPAN LINE	On 17th inst.
HOIHOW, PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
HOIHOW & HAIPHONG	TAKSANG	Brit. str.	—	E. Knight	JARDINE, MATHESON & Co., LD.	On 14th inst., at 8 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE and PENANG	"KWONGSANG"	Friday, 12th May, 3 P.M.
* YOKOHAMA, KOBE & MOJI	"KUMSANG"	Saturday, 13th May, D'light.
* MANILA	"YUENSANG"	Saturday, 13th May, 3 P.M.
HOIHOW and HAIPHONG	"TAKSANG"	Sunday, 14th May, 8 A.M.
* KOBE and MOJI	"FOOKSANG"	Tuesday, 16th May, D'light.
* MANILA	"LOONGSANG"	Saturday, 20th May 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 11th May, 1916. GENERAL MANAGERS. [8

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are dispatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1915. 24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON	"MERIONETHSHIRE"	On 13th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS.

Telephone No. 215 Sub. Ex. 10
Hongkong, 15th April, 1915. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 17 MAY	"EMPRESS OF RUSSIA" 12 JULY
"EMPRESS OF JAPAN" 31 MAY	"EMPRESS OF JAPAN" 25 JULY
"EMPRESS OF ASIA"... 14 JUNE	"EMPRESS OF ASIA"... 9 AUG.
"MONTEAGLE" ... 28 JUNE	*"MONTEAGLE" ... ... 30 AUG.

* Calls at Moji instead of Nagasaki.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE, General Agent, Hongkong.
P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NANKIN, Capt. G. Manley	Noon, 19th May	Connecting at Colombo with Mail s.s. "Karmala."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA, Capt. S. Barcham	About 30th May	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOVARA, Capt. H. R. Hetherington, R.N.R.	Noon, 2nd June	Connecting at Colombo with Mail s.s. "Morea."
SHANGHAI	NAGOYA, Capt. A. B. Garwood, R.N.R.	About 3rd June	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 11th May, 1916. 1

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES, LTD.

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF RUSSIA"

will be despatched from Hongkong at NOON on

WEDNESDAY,

17TH MAY.

for VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.

Hongkong, 5th May, 1916. [662

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN,"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KARMALA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALEDONIA," due in London about the 3rd July, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 8th May, 1916. 1

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new American Steamer "CACIQUE" will be despatched for SAN FRANCISCO from Hongkong on or about May 20th, 1916.

For full information regarding freight bookings and rates apply to—

CHINA MAIL S.S. Co., LTD.,

Agents.

Hongkong, 2nd May, 1916. [651

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched for the above port on MONDAY, 22nd May, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1916 [404

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 30th May, taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., LTD., Agents.

Hongkong, 30th March, 1916. 462

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA,"

Arrived Hongkong on 9th May, 1916,

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex ss "Kashmir" and "Morea."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR, Acting Superintendent.

Hongkong, 9th May, 1916 [1

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong — S.S. "JESERIC" ... About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

⇒

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF LINCOLN"...	...On 4th June.
LONDON & SWANSEA ..	"CITY OF BOMBAY"...	...On 22nd June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON. GENERAL AGENTS

Hongkong 11th April, 1916. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIHAIWEI & TIENTSIN	"PENGTIEN"	On 11th May, 10 A.M.
SWATOW & BANGKOK	"QUARTA"	On 11th May, Noon.
HOILOW, PAKHOI and HAIPHONG	"SUNGKIANG" ...	On 12th May, 10 A.M.
SWATOW and SINGAPORE	"CHUSAN"	On 12th May, 10 A.M.
MANILA, CEBU and ILOILO	"CHUNHUA"	On 16th May, 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 11th May, 1916. TELEPHONE 35. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Thomson ...	FRIDAY, 12th May, at 2 P.M.
"HAIHONG" ...	Capt. J. W. Evans ...	TUESDAY, 16th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th May, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 7th April 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 7	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer ...	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NYANZA	TUESDAY, 30th May.
†NAGOYA	SATURDAY, 3rd June.
NELLORE	SATURDAY, 17th June
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles, if sailing about	Due London about
NOVARA...	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
26 Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES AND DISPLACEMENT
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFFE ...	§ KAGA MARU Capt. Tozawa	13,500	THURSDAY, 25th May, at Noon
	§ KAMO MARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon.
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§ KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 16th May, at 4 P.M.
	§ YOKOHAMA MARU Capt. Shinobe	12,300	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
	§ TANGO MARU Capt. Soyeda	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	JINSEN MARU Capt. Takahashi	8,000	FRIDAY, 19th May.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May.
KOBE & YOKOHAMA...	CEYLON MARU Capt. Higo	10,000	SATURDAY, 13th May.
MOJI and KOBE	YETOROFU MARU Capt. K. Ogura	8,800	SATURDAY 20th May.
NAGASAKI, KOBE and YOKOHAMA	§ TANGO MARU Capt. Takano	13,500	SATURDAY 13th May, at 10 A.M.
SHANGHAI, and KOBE	§ KATORI MARU Capt. B. Kon	21,000	THURSDAY, 18th May, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen ... | To London 2nd Single " 430.
" " " Return " 715 | " " " Return " 660.
To London, via New York £87.2.0.
" " " " Montreal £66.18.0.
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $132.
" " 2nd " $90. " " 2nd " $82.

ROUND-THE-WORLD, Tour No. 1 £112,8. Tour No. 2 £111,17.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 262 and 1941. 6

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons and Speed	Leave Hongkong.
‡ SEIYO MARU	14,000 — 14 knots	... TUES., 16th May Noon.
† NIPPON MARU	11,000 — 15 knots	... TUES., 16th May (0.30) A.M.
SHINYO MARU	22,000—21 knots	WED., 31st May Noon.
• DAIREN MARU	9,000 — 12 knots	SATUR., 3rd June Noon.
• JINYO MARU	8,000 — 12 knots	MON., 26th June Noon.
† PERSIA MARU	9,000 — 14 knots	... TUES., 4th July 10 0 A.M.
• KWANTO MARU	6,000 — 12 knots	... SATUR., 8th Jul., Noon.
‡ KIYO MARU	17,200 — 14 knots	... TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon

† Via MANILA. Omitting Shanghai * Cargo only.
‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
SEIYO MARU	14,000 — 14 knots	... TUESDAY, 16th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
TELEPHONE 291. King's Building. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ANDRE LEBON	On or about 17th May

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	PORTHOS	On or about 22nd May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 746 QUEEN'S BUILDING. 9

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

• "CANADA MARU"	FRIDAY,	26th May, at 3 P.M.
• "TACOMA MARU"	MONDAY,	12th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. • Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

• "KAIJO MARU"	SUNDAY,	14th May, at Noon.
• "AMAKUSA MARU"	SUNDAY,	21st May, at Noon.

§ Proceeding to Anping and Takao.
† Proceeding to Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to:—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
22 AGENTS

POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

INWARD MAILS.

From	Per	Date
CANADA	*Empress of Russia* ...	11th May.
EUROPE (London 10th April, via Siberia)	*Chiyuan*	12th May.
AUSTRALIA	*Tango Maru*	12th May.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Amoy	*Glenfalloch* ...	Thursday, 11th, 7.00 A M
Weihaiwei and Tientsin	*Fengtien*	Thursday, 11th 9.00 A M
Amoy	*Hasmun*	Thursday, 11th, 9.00 A M
Swatow and Bangkok	*Quarta*	Thursday, 11th, 11.00 A M
Swatow and *Bangkok	*Hopsang*	Thursday, 11th, 11.00 A M
Swatow and *Bangkok	*Haldis*	Thursday, 11th, 1.00 P M
Saigon	*Fatsang*	Thursday, 11th, 5.00 P M
Hoihow, Pakhoi and Taiphong	*Sungkiang* ...	Friday, 12th, 9.00 A M
Swatow	*Chusan*	Friday, 12th 9.00 A M
Hoihow and Haiphong	*Hongkong*	Friday, 12th 11.00 A M
Swatow, Amoy and Foochow	*Haitan*	Friday, 12th, 1.00 P M
Straits	*Kwongsang* ...	Friday, 12th, 2.00 P M
Japan via Yokohama	*Kumsang*	Friday, 12th, 5.00 P M
Japan via Nagasaki	*Tango Maru* ...	Saturday, 13th, 9.00 A M
Philippine Islands	*Yuensang*	Saturday, 13th, 2.00 P M
Hoihow and *Haiphong	*Tatsang*	Saturday, (13th), 5.00 P M
Batavia, Semarang, Sourabaya, and Port Moresby (via Batavia)	*Borneo Maru* ...	Sunday, 14th, 9.00 A M
Swatow, Amoy and Formosa via Timsui ...	*Kaijo Maru* ...	Sunday, 14th, 9.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, CANADA, SOUTH AMERICA via SAN FRANCISCO, and UNITED KINGDOM via CANADA	§*Nippon Maru*	Monday, 15th, Registration 5.00 P M Tuesday, 16th, Letters ... 9.30 A M
Philippine Islands, Australia, New Zealand, Tasmania and New Guinea via Thursday Island	*Aki Maru*	Tuesday, 16th Registration 9.15 A M Letters ... 10.00 A M
Japan via Moji, Honolulu, Hilo, San Francisco, Los Angeles, Salina Cruz, Panama, Callao, Arica, Iquique, and Valparaiso	†*Saigo Maru* ...	Tuesday, 16th, 11.00 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Tuesday, 16th, 1.00 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. U.S.A. South America via Seattle and United Kingdom via Canada ...	†*Kamakura Maru*	Tuesday, 16th Registration ... 2.15 P M Letters ... 3.00 P M
Philippine Islands	*Chishua*	Tuesday, 16th, 3.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, VICTORIA, B.C. (CANADA UNITED STATES, SOUTH AMERICA and UNITED KINGDOM VIA VANCOUVER) ... (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 24th May	*Empress of Russia*	Wednesday, 17th. Registration ... 9.45 A M Letters ... 10.30 A M
Japan via Moji	*Riojun Maru* ...	Friday, 19th, 9.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ... ... The Parcel Mail will be closed on Thursday, 18th May, at 5 P.M.	*Nanking*	Friday, 19th, Registration ... 10.15 A M Letters ... ...11.00 A M
Philippine Islands, Australia, New Zealand, Tasmania, via Port Darwin, New Guinea via Thursday Island	*Taiyuan* ...	Saturday, 20th, Registration 10.15 A M Letters ...11.00 A M

* Superscribed correspondence only.
† Superscribed correspondence for places other than Japan and Honolulu.
‡ Superscribed correspondence for places other than Formosa via Keelung.
§ Superscribed correspondence for places other than Philippine Islands and Honolulu.

LOCAL AND REGULAR MAILS OUTWARD.

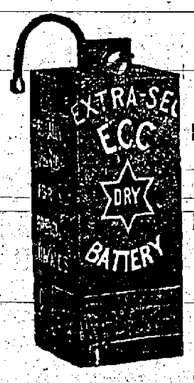
For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Shatin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.50 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M
Macao	7.15 A.M 1.30 P.M	8.15 A.M
Kongmoon	6.00 P.M. Except Saturdays	6.00 P.M.
Nantau and Saamei	6.00 P.M	6.00 P.M.
Shamchun	10.00 A.M 4.00 P.M.	4.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 6.30 P.M.	9.30 P.M
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M
Kongmoon	6.15 P.M.	6.15 P.M
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M

In the case of Mails closing before 9 a.m. Registration closes 5 o'clock on the previous evening.

WM. C. JACK & CO. LTD.



Sole Agents Hongkong for the CROWN BATTERY, made expressly for AUTOMOBILES, MOTOR BOATS, CYCLES, TELEPHONES, MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand. 12

COMMERCIAL.

CLOSING QUOTATIONS.

May 10th.

ON LONDON:—	
Telegraphic Transfer	2 2⅞
Bank Bills, on demand	2/2⅞
Bank Bills, at 30 days' sight	2/2⅞
Bank Bills, at 4 months' sight	2/3⅛
Credits, at 4 months' sight...	2/3
Documentary Bills 4 mos.' st.	2/3
ON PARIS:—	
Bank Bills, on demand	315½
Credits, at 4 months' sight...	3.6
ON NEW YORK:—	
Bank Bills, on demand	53⅛
Credits, at 60 days' sight...	—
ON BOMBAY:—	
Telegraphic Transfer	—
Bank Bills, on demand.....	166½
ON CALCUTTA:—	
Telegraphic Transfer	—
Bank Bills, on demand	166½
ON SHANGHAI:—	
Bank Bills, at sight	70½ n.
Private, 30 days' sight	—
ON YOKOHAMA:—	
On Demand	105
ON MANILA:—On demand—Par	100
ON SINGAPORE:—	
On Demand	91⅜
ON BATAVIA:—	
On Demand	122½
ON HAIPHONG:—	
On Demand	3⅛% pm
ON SAIGON:—	
On Demand	⅜% pm. n.
ON BANGKOK:—	
On Demand	69
SOVEREIGNS, Bank's Buying Rate	$8.90 n.
GOLD LEAF, 100 fine, per tael	$53.20
BAR SILVER, per oz.	35 5/8d.

SUBSIDIARY COINS.

	per cent.	
Hongkong 5 cents pieces...	$ 5.60	discount.
Hongkong 10 "	$ 3.5	"
Canton..... 20 " ...	$13.00	"
Canton. . 10 " ...	$ 0.00	"

A SHIPMENT JUST ARRIVED.

"FELUCCA" are, to the very last puff, a guarantee of an Egyptian Cigarette at its best.

"FELUCCA" have unusual quality that at once creates preference for this exquisite brand.

CAIRO *Maspero frères* EGYPT.

[17

SHARE LIST.—QUOTATIONS.

HONGKONG, 10TH MAY, 1916.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash	Return on basis of last Div'd.
BANKS.—					
Hongkong & Shai. Bank. Corporation	125,000	$125	all	$730, buyers L'don	6 p.c.
China Borneo Company, Limited	60,000	$12	all	$10, sellers	
China Light and Power Company, Ltd.	50,000	$5	all	$4.40 buyers	8½ p.c.
China Provident, Loan & Mortgage Co., Ltd.	100,000	$1	all	$9.10	7 p.c.
COTTON MILLS.—	200,000	$10	all		
Shai. Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 84, sellers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls 10	all	T. 12, sellers	5½ p.c.
International Cotton Manufing Co., Ltd	10,000	Tls. 74	all	Tls. 72½	
Laou Kung Mow Cotton S. & W. Co., Ltd	8,000	Tls100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls 50	all	Tls. 33½	
Ewo Cotton Spin'g. & Weaving Co., Ltd	20,000	Tls. 50	all	Tls. 155, sellers	3⅜ p.c.
Dairy Farm Company, Limited.	4,000	$7½	$6	$24½ sellers	
DOCKS AND WHARVES.—					4½ p.c.
H'Kong. & KowloonWharf & G.Co., Ltd	60,000	$50	all	$76, sellers	3½ p.c.
H'Kong. and Whampoa Dock Co., Ltd	50,000	$50	all	$107, buyers $106½ buyers	
Shai. Dock and Engineering Co., Ltd.	55,700	Tls100	all	T. 77	
New Engineering & S. B. Works, Ltd.	150,000	Tls 5	all	Tls. 11	
Shai. and Hongkew Wharf Co., Ltd.	36,000	Tls100	all	Tls. 90	6½ p.c.
Green Island Cement Company, Limited	400,000	$10	all	$2.30, sellers $2.50	
Hongkong Electric Company, Limited	60,000	$10	all	$47½, sellers	4½ p.c.
Hongkong Hotel Company, Limited.....	20,000	$50	all	$14½, sellers	4½ p.c.
Hongkong Ice Company, Limited.	6,500	$25	all	$171, sellers	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$14	4½ p.c.
Hongkong Tramway Company, Limited. ...	325,000	5/-	all	6.30, buyers	5½ p.c.
INSURANCES.—					5½ p.c.
Canton Insurance Office Co., Limited...	10,000	2350	$50	$400, sales	(½ p.c.
China Fire Insurance Co., Limited.	20,000	130	$82	$157	
Hongkong Fire Insurance Co., Ltd. ...	8,000	$250	$50	$235, sales	5½ p.c.
North-China Insurance Co., Limited. ...	10,000	£15	£5	Tls. 180, sellers	
Union Insurance Society, Limited, ...	12,400	$250	$100	$970, sellers	
Yangtsze Insurance Association, Ltd. ...	12,000	$ 00	$60	$290, sellers @ Ex 73	6½ p.c.
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$100, sales	
Hongkong Central Estate, Limited	10,000	$100	all	$78 sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$ 00	$75	$200	7½ p.c.
Humphreys' Estate and Finance Co., Ltd.	150,000	$10	all	$7	
Kowloon Land and Building Co., Ltd....	6,000	$ 0	$30	$33	6 p.c
Shanghai Land Investment Co., Ltd. ...	78,000	Tls50	all	Tls. 10?	
West Point Building Co., Limited. ...	12,500	$50	all	$88, sellers	
Maatschappij tot Mijn- Bosch-en Landbouw exploitati in Langkat	250,000	Gds.10	all	Tls. 2½, buyers	
MINING.—					
Ural Caspian Oil Corp., Limited.	1,000,000	£1	all	35/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	35/- sellers	
Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	$2.00, sellers	7 p.c.
Tronch Mines, Limited	160,000	£1	all	40/-	
	25,000	$10	all	$10½, buyers	
Peak Tramways Company, Limited	50,000	$10	$1	$0.85	
REFINERIES.—					
China Sugar Refining Co., Limited	27,000	$100	all	$101, sellers	5 p.c
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31, sellers	4½ p.c.
STEAMSHIP COMPANIES.—					
Douglas Steamship Company, Limited.	20,000	$50	all	$133½	
H'kong., Canton & Macao S. B. Co., Ltd.	20,000	$15	all	$23 [r. div. comm. $199, sal. pref. $46, r div.	
Indo-China Steam Navigation Co., Ltd.	50,000 d 50,000 f.	£5	all	sal. [sal & bns. def $ 12, r. div.	7½ p.c.
Shell Transport and Trading Co., Ltd	4,017,610	£1	all	97½, sellers	4½ p.c.
Star Ferry Company, Limited.	40,000	$10	all	$38	7½ p.c.
South China Morning Post, Limited	6,000	$25	all	$90	
Steam Laundry Company, Limited	20,000	$5	all	$3½	7 p.c.
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	2,000	$7	all	$7, sellers	9 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7	6 p.c.
Union Waterboat Company, Limited	50,000	$10	all	$15, sellers	

Loans.	Amount.	Value	Interest.	Quotations
Chinese Imperial 1885.	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BEFORE LEAVING FOR HOME ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS

24 PAGES! 24 PAGES!! 24 PAGES!!

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/— = $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA GOVERNMENT BANK,

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusueh, Wuhu, Anching, Tatung, Tankiangpo, Soochow. BANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshe, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Sanposhin, Chiahsen, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Lohe, Chowkou. TSINAN: Chowtsun, Tunhsien, Linchi, Lintseng, Tainien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. CANTON. KUMIYANG. PEKING Kueihua, Saiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted, loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 13th October, 1914. [560

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON
Manager.
Hongkong, 8th June, 1914. [132

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 12,500,000
Reserve Funds ... ... " 4,150,000

President: TETSUTARO SAKURAI, Esq.
Vice-President: KOJURO NAKAGAWA, Esq

DIRECTORS.
IYETOSHI SADA, Esq.
EYOKOKU YAMANARI, Esq
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karekou	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at
Cheribon Chechiam Dairen Busan, Iloilo, Jolo, Macassar, Mukden Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Shimonoseki, Sourabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI
Manager.
Hongkong, 21st April, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 556,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kuala Ilhara	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 8th September, 1915. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
S J STABB
Chief Manager
Hongkong, 2nd November, 1914 [10

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